

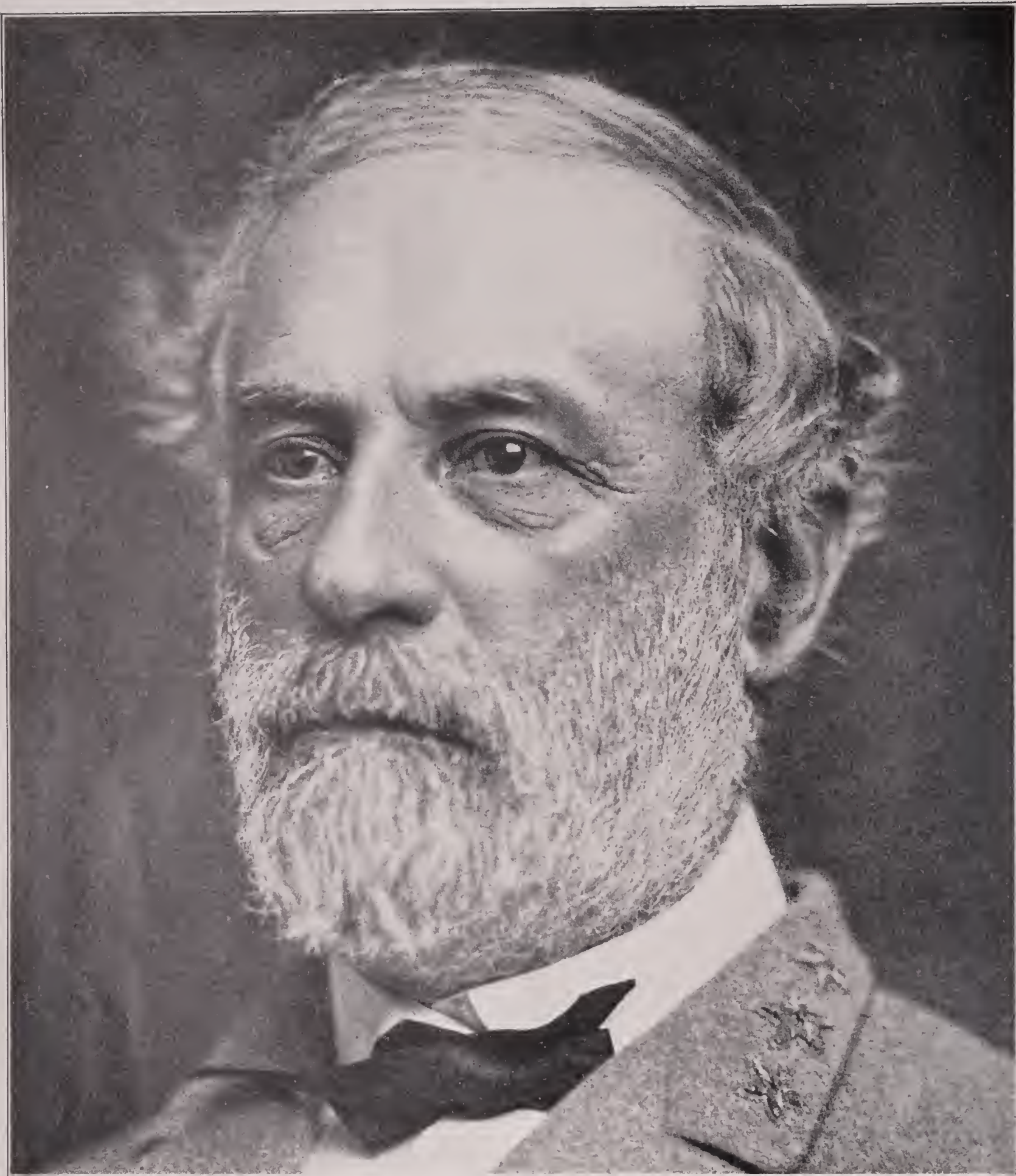


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LEE—THE GENERAL WHO SHOULDERED "ALL THE RESPONSIBILITY"

The nobility revealed by the steadfast lips, the flashing eyes in this magnificent portrait is reflected by a happening a few days before its taking. It was 1865. The forlorn hope of the Confederacy had failed. Gordon and Fitzhugh Lee had attacked the Federal lines on April 9th, but found them impregnable. Lee heard the news, and said: "Then there is nothing left me but to go and see General Grant."—"Oh, General, what will history say to the surrender of the army in the field?"—Lee's reply is among the finest of his utterances: "Yes, I know they will say hard things of us; they will not understand how we were overwhelmed by numbers; but that is not the question, Colonel; the question is, is it right to surrender this army? If it is right, then I will take all the responsibility."

Photographing the Civil War

By

Henry Wysham Lanier

VOL. IV

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AFTER THE BATTLE OF CHATTANOOGA—CAPTURED CONFEDERATE GUNS

The Confederate artillery was never equal in number or weight to that of the Union armies. In the West these ancient 12-pounder howitzers were mounted on rough wooden earriages, those above, for instance. These guns are aligned in front of General Thomas' headquarters. They were taken late in November, 1863, at the battle of Chattanooga, and the photograph was made early in 1864. Behind the guns can be seen the pole to one of the caissons. When the Confederate armies captured a gun they almost invariably whirled it around, detailed artillerymen to man it, and set it promptly to work, but by this time the Union armies were so well equipped that captured guns might be parked. Many pieces had changed hands several times, and had barked defiance at both armies. The equipment of the Confederate batteries was seldom uniform. Among four guns there might be found three different calibers, requiring different ammunition. The batteries' efficiency was still further impaired during the fight by the inability of the chief of artillery to select positions for his guns, which were often placed so far apart that he was unable to assemble them for concentrated fire. This was due to the custom of apportioning the field-artillery to infantry divisions, and placing them under orders of the brigadier-general, who could not give them proper attention. The plan was not changed until the early part of 1863. In the face of all these difficulties the Confederate artillery made a glorious record.



THE PARROTT IN BATTERY STRONG

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This 300-pounder rifle was directed against Fort Sumter and Battery Wagner. The length of bore of the gun before it burst was 136 inches. It weighed 26,000 pounds. It fired a projectile weighing 250 pounds, with a maximum charge of powder of 25 pounds. The gun was fractured at the twenty-seventh round by a shell bursting in the muzzle, blowing off about 20 inches of the barrel. After the bursting the gun was "chipped" back beyond the termination of the fracture and afterwards fired 371 rounds with as good results as before the injury. At the end of that time the muzzle began to crack again, rendering the gun entirely useless.



TWO PARROTTS IN BATTERY STEVENS

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Battery Stevens lay just east of Battery Strong. It was begun July 27, 1863. Most of the work was done at night, for the fire from the adjacent Confederate forts rendered work in daylight dangerous. By August 17th, most of the guns were in position, and two days later the whole series of batteries "on the left," as they were designated, were pounding away at Fort Sumter.



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THE GARRISON OF FORT C. F. SMITH—COMPANY F, SECOND NEW YORK HEAVY ARTILLERY

In these photographs of 1865, the defenses of Washington have served their turn; it is more than a year since they were threatened for the last time by General Early and his men. But the panoply of war continues. Everything is polished and groomed. During four long years the guns in Fort C. F. Smith have been swabbed out daily and oiled, to be ready for a thunderous reception to the Confederates. The fort, one of the later constructions, lay to the northwest of Fort Corcoran. Its armament of smooth-bore guns consisted of one 8-inch sea-



COMPANY L, AT DRILL

coast howitzer *en barbette*, four 24-pounders on siege carriages *en embrasure*, and three 12-pounder howitzers *en embrasure*. Of rifled guns it boasted six $4\frac{1}{2}$ -inch Rodmans *en embrasure*, and two 10-pounder Parrotts *en embrasure*. It also mounted three 8-inch siege-mortars. There were six vacant platforms for further guns. The Second New York Heavy Artillery remained in the defenses of Washington till May, 1864, when it joined the Army of the Potomac. It lost 114 officers and men killed and mortally wounded, and 247 by disease.



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IN THE WASHINGTON ARSENAL YARD—A ROW OF “NAPOLEONS”

This type of piece was used extensively during the war, and was usually made of bronze. Its exterior was characterized by the entire absence of ornament, and was easily distinguished from the older types of field-guns. The weight of the piece was 1,200 pounds. It fired a twelve-pound projectile, also case-shot and canister. The charge for solid projectiles and case was two and a half pounds of powder; for canister, two pounds. This gun had as long range and as accurate as any of the heavier guns of the older models, while the strain of the recoil on the carriage was not nearly so heavy as in the older guns. This yard was always kept in immaculate order.



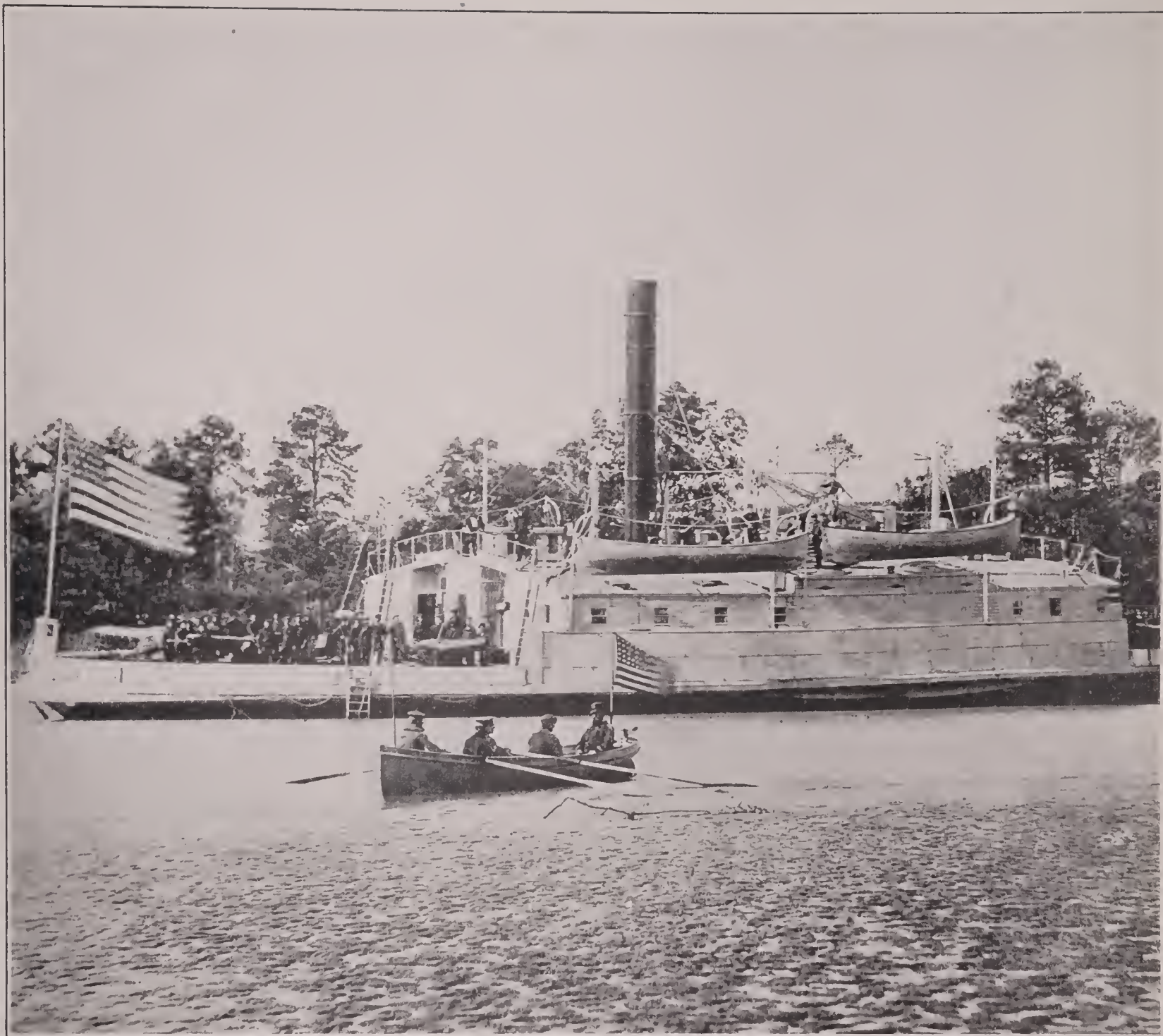
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MCCLELLAN'S GUNS AND GUNNERS READY TO LEAVE YORKTOWN

This photograph of May, 1862, shows artillery that accompanied McClellan to the Peninsula, parked near the lower wharf at Yorktown after the Confederates evacuated that city. The masts of the transports, upon which the pieces are to be loaded, rise in the background. On the shore stand the serried ranks of the Parrott guns. In the foreground are the little Coehorn mortars, of short range, but accurate. When the Army of the Potomac embarked early in April, 1862, fifty-two batteries of 259 guns went with that force. Later Franklin's division of McDowell's Corps joined McClellan with four batteries of twenty-two guns, and, a few days before the battle of Mechanicsville, McCall's division of McDowell's Corps joined with an equal number of batteries and guns. This made a grand total of sixty field batteries, or 353 guns, with the Federal forces. In the background is part of a wagon train beginning to load the vessels.



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A FERRYBOAT READY FOR BATTLE

Take away the background of this picture of the "Commodore Perry," substitute for it the lonely shore of the Carolina sounds or the Virginia rivers lined with men in gray uniforms, and you have an exact reproduction of how this old converted ferryboat looked when going into action. Here the men have been called to quarters for gun-drill. The gun-captains are at their places and the crews with training lines in hand await the order from the officers above to aim and fire. Many times was this scene repeated aboard the "Commodore Perry" after she sailed with the motley fleet that Admiral Goldsborough led against Albemarle and Pamlico Sounds in January, 1862. In addition to her four 9-inch smooth-bores, the "Perry" carried a 12-pounder rifle and a 100-pounder rifle, it being the policy to equip the light-draft gunboats with the heaviest armament that they could possibly carry. Under command of the brave Lieutenant Charles W. Flusser, the guns of the "Perry" were kept hot as she skurried about the sounds and up the rivers, gaining a foothold for the Federal forces. Flusser, after a record of brilliant service in recovering inch by inch the waters of the Carolinas, lost his life in the "Miami" in the engagement with the "Albemarle."



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A TRIP AROUND THE DEFENSES OF WASHINGTON—FORT LYON

This photograph is the first of a series illustrating the thirty-seven miles of forts and batteries which surrounded Washington. After Fort Lyon, in this series, one of the farthest forts to the southwest, comes Battery Rodgers, south of Alexandria; then the entrance to Long Bridge; Forts Corcoran and Woodbury, defending the Aqueduct Bridge; Fort Marey, the farthest north across the Potomac from Washington; Fort Sumner, the farthest north on the other side of the Potomac; Fort Stevens, farther east; Fort Totten, east of Fort Stevens; Fort Lincoln, still farther south; and finally Fort C. F. Smith, to show the type of construction of the later forts. Thus the reader completely encircles Washington, and beholds varied types of sixty-eight forts and batteries. These mounted 807 guns and ninety-eight mortars, with emplacements for 1,120 guns more. There were also 35,711 yards of rifle-trenches and three blockhouses. Fort Lyon, above pictured, lay across Hunting Creek from Alexandria. The Parrott guns were rifled cannon of cast-iron, strengthened at the breech by shrinking a band of wrought-iron over the section which contained the powder charge. The body of the larger Parrott guns was cast hollow and cooled by the Rodman process—a stream of water or air flowing through the interior. About 1,700 of these guns were purchased by the Federal Ordnance Department during the war and used in the defense of Washington and in the great sieges.



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A VIEW FROM FORT MARCY—COMPANY A, FOURTH NEW YORK HEAVY ARTILLERY

In front of the tent at the right of the picture sits William Arthur, brother of Chester A. Arthur, the future President. This view was taken from the fort down toward the camp. The Fourth New York Heavy Artillery was organized at New York, November, 1861, to February, 1862. It left for Washington on February 10th. Its first camp was five miles from Chain Bridge, and its second at Fort Marcy. These unusually clear photographs were treasured half a century by T. J. Lockwood, a member of the regiment.



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LOOKING FROM THE CAMP TOWARD FORT MARCY

Marcy was the northernmost fort on the west side of the Potomac, lying above Chain Bridge. Its armament consisted of three 24-pounders *en barbette*, two 12-pounder howitzers, six 30-pounder Parrotts, three 20-pounder Parrotts and three 10-pounder Parrotts, all *en embrasure*. It also mounted one 10-inch siege mortar and two 24-pounder Coehorn mortars. It overlooked the Leesburg and Georgetown Turnpike.



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CONFEDERATES AND THEIR SMALL ARMS IN 1861

This remarkable photograph of the encampment of the Perote Guards of New Orleans was found in the Major Chase home in Pensacola, Florida, in 1862, after the city was evacuated by the Confederates. The comparison is striking between the careless garb of the men and the business-like small arms stacked and carried by the sentry. "Bright muskets" and "tattered uniforms" went together. Soldiers could be found all through the camps busily polishing their muskets and their bayonets with wood ashes well moistened.

THE BOWIE KNIFE— CONSIDERED BY THE NORTHERN PRESS OF '61 AN IMPORTANT WEAPON

An article "concerning firearms" published in *Harper's Weekly* of August 2, 1861, states that "the bowie knife is usually from ten to fifteen inches in length, with a blade about two inches wide. It is said to owe its invention to an accident which occurred to Colonel Bowie during a battle with the Mexicans; he broke his sword some fifteen inches from the hilt, and afterward used the weapon thus broken as a knife in hand-to-hand fights. This is a most formidable weapon, and is commonly in use in the West and Southwest." As much space is devoted to the description of the bowie knife



as is given to siege artillery. An illustration in the same journal for August 31, 1861, shows "Mississippians practising with the bowie knife." The Mississippians are engaged in throwing the knives. The heavy blades are seen hurtling through the air and burying their points in a tree. Grasping his bowie knife in the above photograph stands E. Spottswood Bishop, who started out as a private, was promoted to captain in the Twenty-fifth Virginia Cavalry, wounded five times, and elected colonel of his regiment by its officers. On the right is David J. Candill, who was transferred from the Twenty-fifth to the Tenth Kentucky Cavalry, and was promoted to lieutenant-colonel of his regiment. He was severely wounded in active service in his native State.

One of the most famous guns in the Civil War was the "Swamp-Angel." The marsh here surely deserved the name. The two engineers who explored it to select a site for the battery carried a fourteen foot plank. When the mud became too soft to sustain their weight, they sat on the plank and pushed it forward between their legs. The mud was twenty feet deep, and men on such a plank could start waves rippling across the oozy surface by jumping up and down. It is said that one of the officers detailed for the construction of the platforms called for "twenty men, eighteen feet long!" In spite of these difficulties piles were driven in the marsh at a point that commanded the city of Charleston and a platform at length laid upon it. On August 17,



THE "SWAMP-ANGEL"—ONE OF THE FAMOUS GUNS OF '63

1863, an 8-inch, 200-pounder Parrott rifle was skidded across the marsh and mounted behind the sand-bag parapet. On the night of August 21st, after warning had been sent to the Confederate commander, General Beauregard, the gun was fired so that the missiles should fall in the heart of Charleston. Sixteen shells filled with Greek fire were sent that night. On August 23d, at the thirty-sixth discharge, the breech of the gun was blown out and the barrel thereby thrown upon the sand-bag parapet as the photograph shows. From the outside it looked to be in position for firing, and became the target for Confederate gunners. Two weeks later two 10-inch mortars were mounted in place of the Parrott. It was later mounted in Trenton.



AFTER THE 36TH SHOT—THE "SWAMP-ANGEL" BURST

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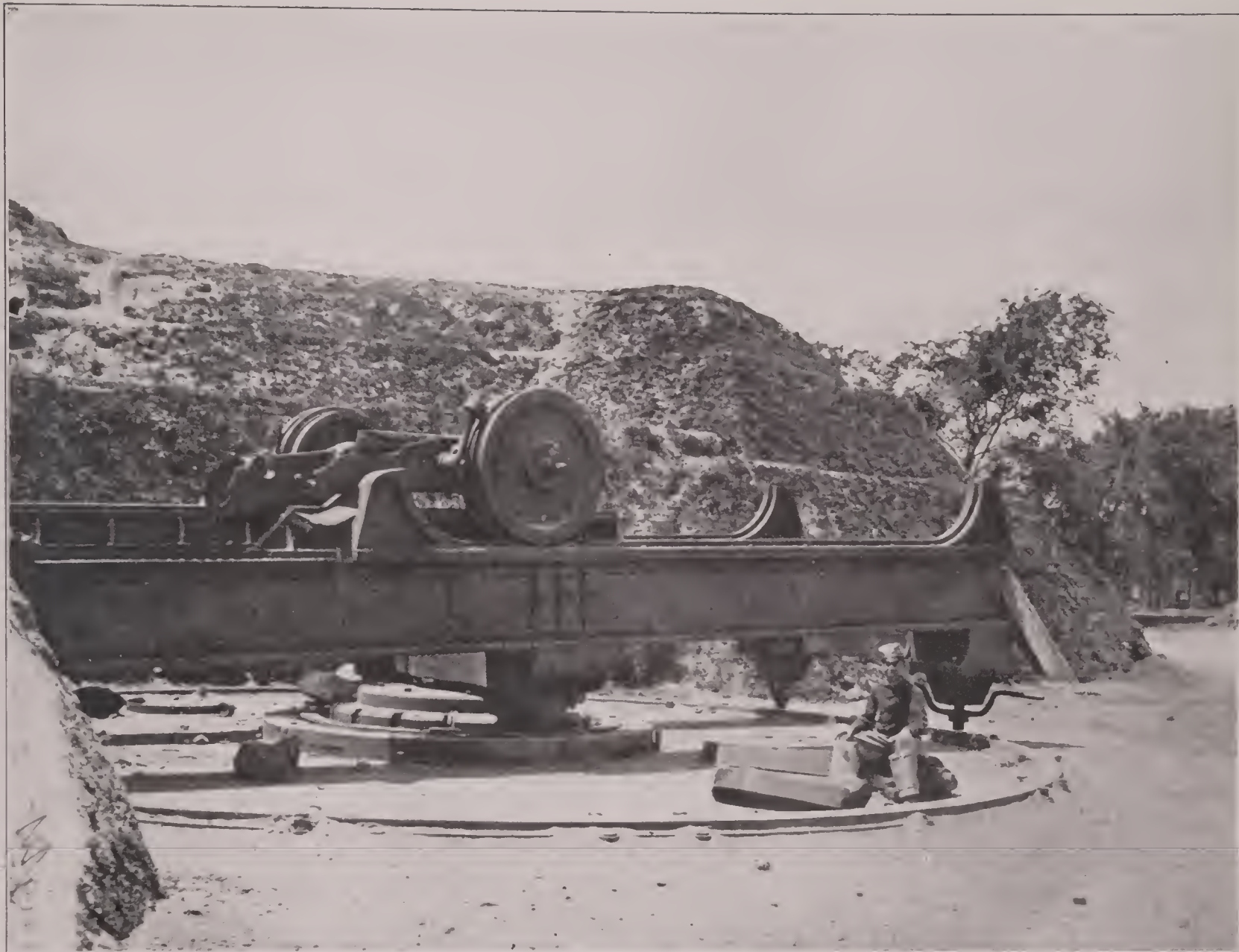




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LADIES AND OFFICERS IN THE INTERIOR COURT, WASHINGTON ARSENAL

These leisurely ladies and unhurried officers do not betray the feverish activity which existed in the Union Ordnance Department throughout the war. By the latter part of 1860 there were thirteen arsenals, two armories and one depot for the manufacturing and safe-keeping of ordnance and ordnance stores in the United States. There were stored in arsenals in the South about 61,000 small arms of all patterns which fell into the hands of the Confederates. About April 23, 1861, the Chief of Ordnance suggested that, in view of the limited capacity of the arsenals, there should be purchased from abroad from 50,000 to 100,000 small arms and eight batteries of rifled cannon. There was no immediate action on this request. Early in 1861 the State of New York purchased 20,000 Enfield rifles from England, with an initial purchase of 100,000 rounds of ammunition. Efforts were made to encourage the private manufacturers in the Northern States to increase the capacity of their plants, and to provide a uniform pattern. The Springfield model of United States rifle was then the standard. The arsenal was kept in model condition throughout the war. In the yard were stored thousands of heavy and light cannon, with hundreds of thousands of projectiles of every description. Hundreds of extra wheels, besides promiscuous material piled in order, were kept there always ready for issue.



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WRECK OF THE GIANT BLAKELY GUN AT CHARLESTON

This was an English gun, all steel, to which the principle of "initial tension" was successfully applied. From the breech to the trunnions of the Blakely gun it was pear-shaped, for the purpose of resisting the tremendous power-pressures. By "initial tension" is meant intentional strain in the metal of the gun, scientifically placed, so as to counteract in a measure the strains set up by the powder discharge. There is an inner tube, on the outside of which bands



VIEW FROM THE REAR

are shrunk so as to set up a strain of extension in the exterior band. By properly combining these strains the extreme tension due to the powder gases at their moment of greatest expansion does not affect the gun as injuriously as if these initial strains were not present. This was among the earliest form of cannon to be successful with this principle of "initial tension," a fundamental element in the scientific design of the best modern built-up guns.



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PULASKI'S PARAPETS AFTER THE CAPTURE

One of the first siege exploits of General Quincy A. Gillmore was the reduction of Fort Pulaski, at the mouth of the Savannah River, which fell April 11, 1862. The upper photograph shows the Third Rhode Island Artillery at drill in the fort, and the lower shows battery A, looking toward Tybee. Behind the parapet is part of the remains of the covered way used by the Confederates during the bombardment. The parapets have been repaired, all is in order, and a lady in the costume of the day graces the fort with her presence. Pulaski mounted forty-eight guns in all. Twenty bore upon Tybee Island, from which the bombardment was conducted. They included five 10-inch Columbiads, nine 8-inch Columbiads, three 42-pounders, three 10-inch mortars, one 12-inch mortar, one 24-pounder howitzer, two 12-pounder howitzers, twenty 32-pounders, and two 4½-inch Blakely rifled guns. Against these General Gillmore brought six 10-inch and four 8-inch Columbiads, five 30-pounder Parrotts, twelve 13-inch and four 10-inch siege mortars, and one 48-pounder, two 64-pounder and two 84-pounder James rifles. The most distant of the batteries on Tybee Island was 3,400 yards from the fort, and the nearest 1,650. Modern siege-guns can be effective at a dozen miles. Modern field artillery has a maximum effective range of 6,000 yards. In the Civil War the greatest effective range of field artillery was about 2,500 yards, with rifled pieces.



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GUNS JUST SEIZED BY CONFEDERATES—1861

The photograph of the cannoneers in their hickory shirts, and the long line of cannon, was taken by J. D. Edwards of New Orleans. This is one of the Confederate sand-bag batteries bearing on Fort Pickens. The Northern administration not only failed to take steps at the outset of the war to protect the great navy-yard at Norfolk, but it also surrendered that at Pensacola. The former could have been retained had the incoming administration acted more promptly. With the loss of these two great establishments to the Union went some thousands of cannon which aided immensely to arm the Southern batteries. This was one more source from which the Confederacy secured her guns. All of the big guns in the coastwise forts were old-time Columbiads placed there in 1856.



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LIGHT FIELD GUNS—A PIECE OF “HENRY’S BATTERY,” BEFORE SUMTER IN 1863

Battery B of the First United States Artillery became known as “Henry’s Battery” from the name of its young commander, Lieutenant Guy V. Henry (afterward a brigadier-general; later still a conspicuous figure in the Spanish-American War). It took part in the siege operations against Forts Wagner and Gregg on Morris Island, and against Sumter and Charleston, from July to September, 1863. Bronze had been adopted as a standard metal for field guns in 1841, and many of the field batteries were equipped with bronze 12-pounder napoleons. The metal proved too soft to stand the additional wear on rifled guns, however, and it was then found that wrought iron served the purpose best. Later forged steel proved more satisfactory for breech loaders.



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AFTER THE ATTEMPT ON SUMTER—THIRD NEW YORK LIGHT ARTILLERY



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AMMUNITION STORED IN THE WASHINGTON ARSENAL—1864

An essential factor in the winning of pitched, open battles was a plentiful supply of ammunition. At Gaines' Mill, in June, 1862, the Union soldiers found it difficult to cheer convincingly when they had shot away all their cartridges, and found themselves separated from their ammunition wagons by the fast-swelling Chickahominy. The ammunition train always took precedence on the march.



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SCHOONERS PILED WITH CARTRIDGE-BOXES—HAMPTON ROADS, DECEMBER, 1864

By 1864, the problem of getting ammunition expeditiously to the front had been solved, and there were no more such shortages as at Gaines' Mill. In this photograph, the harbor of Hampton Roads swarms with ammunition schooners, transports, coal barges, and craft of every sort. The decks of the schooners in the foreground are piled high with cartridge-boxes.

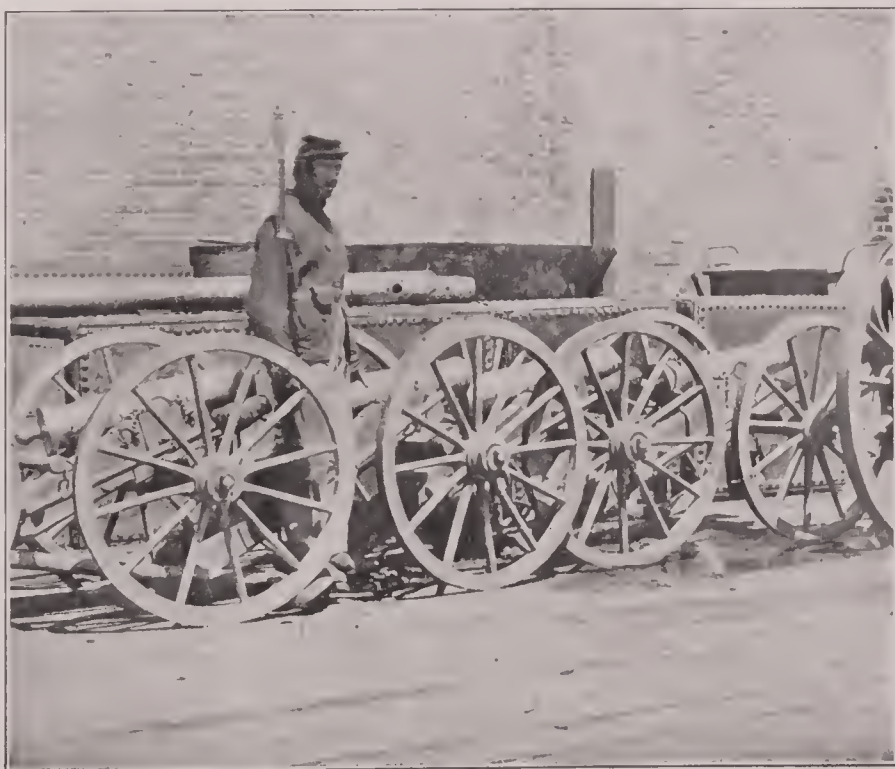


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CONFEDERATE GUNS—PRACTICALLY EVERY TYPE USED IN THE CIVILIZED WORLD IN 1865

In the collection of captured Confederate artillery on the wharves of Richmond awaiting shipment North in April, 1865, might be found practically every type of gun made and used by the civilized nations of the world, besides some patterns entirely obsolete. The first sources of Confederate artillery were the captured navy-yards and arsenals. Purchasing agents were sent to Europe and some guns were imported from abroad. This was eventually checked by the Federal blockade. One of the principal places of manufacture was the Tredegar Iron Works in Richmond. Large quantities of ordnance were also obtained from all battlegrounds of the war where the Confederates held the field for a time following the battle. Due to these various sources

of supplies the ordnance material was varied and incongruous. The wagon in the foreground is a tool-wagon, but observe the light wheels. Just over the top of this wagon is visible a caisson, complete, with the fifth, or spare wheel, on the back. In



the chests of the caisson are stored projectiles and powder which cannot be carried in the limber of the gun. Below several brass mountain-howitzers appear. Mountain artillery must be light enough to be carried on the backs of pack animals if necessary. The howitzer used for this purpose was a short, light 12-pounder, weighing 220 pounds. When a carriage was used, it was mounted on a low, two-wheeled one. The projectiles were shell and case-shot, and the charge was half a pound of powder.

CONFEDERATE BRASS HOWITZERS



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WAITING FOR NEWS OF THE BATTLE

WAR-TIME GROUPS NEAR RICHMOND

AT HANOVER JUNCTION A BATTLE GROUND FOUGHT OVER MANY TIMES

These views of the station at Hanover Junction, in Virginia, bring back in pictorial form the emotions of war-time, much as do the accompanying poems of Kate Putnam Osgood and William Winter. The shabby building with the crowd about it, the queer little engine drawing old-fashioned coaches, on the last of which a man leans out from the steps, and behind, in the chilly gray atmosphere of autumn, the wooded Virginia hills—these details make more real the men and women who suffered in the days of 1861. On the platform, at the left, stands an old soldier whose white beard and venerable face contrast with the hearty content of the man whose



hands are in the pockets of his conspicuously checked trousers. At the other end, on the steps, is a wounded officer painfully making his way with the aid of two canes. Grouped by the doorway stand some mothers, wives, and sweethearts, dressed in the ancient poke-bonnets and rustling crinoline of fifty years ago. Some poems in this chapter express phases of the anguish that came to many a fond heart in those four endless years. But the women in the picture are more fortunate than most. They can go to the front to be with the wounded son or brother. Thousands had to wait on the hillside farm, or in the cabin on the prairie, or near the cottage by the live-oaks, while weeks and months of dread uncertainty brought no solace to eyes that watched through the darkness and hearts that suffered on in silence until the news arrived.



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"A PAST WHOSE MEMORY MAKES US THRILL"—THE JAMESTOWN CHURCH

The pictures on this page bring back vividly the history of Virginia. First is the ruins of the church at Jamestown, the first permanent English settlement within the limits of the United States. The church was built about a century before the Declaration of Independence, while the little village on the James was still the capital of Virginia. Below it appears St. John's Church, Richmond, the scene of Patrick Henry's immortal oration. The First Continental Congress had met in Philadelphia in September, 1774, and the



WHERE PATRICK HENRY SPOKE

colonies were drifting toward war. But many were very timid about taking such a step. Some were directly opposed to any break with Great Britain. Patrick Henry was far in advance of his fellow-colonists, when the Second Revolutionary Convention of Virginia met in this church on March 20, 1775. The event of the week was a set of resolutions offered on March 23d "for embodying, arming, and disciplining such a number of men as may be sufficient" to put the colony in a posture of defense. This was Henry's opportunity.



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“IN WASHINGTON’S CHIEFEST AVENUE”

Thus appeared the crowds that greeted the army whose home-coming inspired Bret Harte’s poem. From the steps of the Treasury building the impatient people gaze down Pennsylvania Avenue on the morning of June 8, 1865, awaiting the march of the Sixth Corps of the Army of the Potomac, which had been prevented by duty in Virginia from participating in the Grand Review of May 23rd. The scene is similar. The women and children in the foreground, the senators and important citizens in silk hats, the throng surging far out into the street beneath the fluttering banners, the general restlessness and impatience are the same as on the earlier and more famous gala occasion. The pomp and panoply of war are here in the parades and the blare of trumpets and the admiring hosts that line the street—not in the actual service in the field. Harte writes of actual warfare as a sad business, which only the preservation of a nation’s existence or honor can justify.



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“SENDS ALL HER HANDMAID ARMIES BACK TO SPIN”

THE RETURN HOME OF THE SIXTEENTH MASSACHUSETTS INFANTRY, JULY 27, 1864

This scene of 1864, at the corner of Cambridge and Fourth Streets, East Cambridge, is in mournful contrast to the rejoicing which filled the nation the next year while Lowell was reading his ode in Harvard University. As these riders passed through Cambridge the Wilderness campaign had been fought, with little, apparently, accomplished to compensate for the fearful loss of life. Sherman was still struggling in the vicinity of Atlanta, far from his base of supplies, with no certainty of escaping an overwhelming defeat. Early had recently dashed into the outskirts of Washington. In fact an influential political party was about to declare the war a failure. So these Massachusetts troops returned with heavy hearts to be mustered out. Many of them reenlisted, to fight with the armies that captured Petersburg, and to be present at the surrender at Appomattox. Then they could return with those of whom Lowell sang: America “sends all her handmaid armies back to spin.”



CONFEDERATE ARTILLERISTS

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These Confederate artillerists, members of the famous Washington Artillery of New Orleans, had but few field-pieces with which to face their foes when this photograph was taken, early in '62. Some ordnance stores had been secured when the Confederate Government seized coastwise guns and forts. But a visit to the artillery camps later in the war would have revealed the fact that most of the three-inch rifles, the Napoleons, and the Parrott guns had been originally "Uncle Sam's" property, later captured in battle; and an inspection of the cavalry would have shown, after the first year, that the Southern troopers were armed with United States sabers taken from the same bountiful source. During the first year, before the blockade became stringent, Whitworth guns were brought in from abroad. But that supply was soon stopped, and the Southerners had to look largely to their opponents for weapons. The Tredegar Iron Works in Richmond was almost the only factory for cannon, especially for pieces of heavy caliber. It is estimated by ordnance officers that two-thirds of the artillery in the South was captured from the Federals, especially the 3-inch rifles and the 10-pound Parrotts.



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“DICTATOR”—THE TRAVELING MORTAR IN FRONT OF PETERSBURG, 1864

This is the 13-inch mortar, a 200-pound exploding shell from which threw a Confederate field-piece and its carriage above its parapet, at a range of nearly two miles. The 17,000 pounds of this mortar made it difficult to move, so it was mounted on an ordinary railroad-car strengthened by additional beams, and plated on top with iron. This engine of destruction was run down on the Petersburg & City Point Railroad to a point near the Union lines, where a curve in the track made it easy to change the direction of the fire. The recoil from a charge of fourteen pounds of powder shifted the mortar less than two feet on the car, which moved a dozen feet on the track. Even the full charge of twenty pounds of powder could be used without damage to the axles of the car. This mortar, whose shell would crush and explode any ordinary field-magazine, terrorized the Confederate gunners, and succeeded in silencing their enfilading batteries on Chesterfield Heights. The activities of this great war machine were directed by Colonel H. L. Abbot, of the First Connecticut Heavy Artillery. Other photographs of it, with officers and men, are shown on pages 186 and 187, Volume III.



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THE CONFEDERATE GUNNERS IN 1861

It is clear that these Confederate gunners at Pensacola are untried and undisciplined, but it is also evident that they are enthusiastic. They are manning the guns which are to open later on Fort Pickens, the first fort on the Confederate coast seized by the Federals, and held by them throughout the war. This was due to the enterprise of Lieutenant Adam J. Slemmer, ably seconded by Lieutenant J. H. Gilman. Lieutenant Slemmer's report says of Lieutenant Gilman: "During the whole affair we have stood side by side, and if any credit is due for the course pursued, he is entitled to it equally with myself." The demand was refused, and Fort Pickens



never passed into the hands of the Confederates. The battery seen in this photograph was at Warrington, nearly opposite Fort Pickens. It commanded the entrance to the harbor. General Pendleton, who was a graduate of West Point in the class of 1830, was chief of artillery in Lee's army of Northern Virginia. He entered the war as captain in the artillery corps July 19, 1861, and became colonel and chief of artillery July 21, 1861. The mortar in this photograph is an old style piece dating from before the Mexican war. The new Confederate soldiers had at times to content themselves with very old guns.

BRIGADIER-GENERAL W. N. PENDLETON



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A DISTINGUISHED CONFEDERATE BATTERY FROM TENNESSEE—"RUTLEDGE'S"

This photograph shows the officers of Rutledge's Battery, Company A, First Tennessee Light Artillery. It was taken at Watkin's Park, Nashville, in the latter part of May, 1861, just after the battery was mustered in. The cannon for this battery were cast at Brennon's Foundry, at Nashville, and consisted of four 6-pounder smooth-bore guns, and two 12-pounder howitzers. During the first year of the war the battery took part in several engagements and two notable battles—Mill Springs, or Fishing Creek, and Shiloh. The officers here shown from left to right, starting with the upper row are: Frank Johnson, George W. Trabui, Jack B. Long, James C. Wheeler, E. T. Falconet, A. M. Rutledge, Joe E. Harris, George E. Purvis, J. P. Humphrey, J. Griffith, and M. S. Cockrill. Three of the officers in this picture—Falconet, Rutledge, and Cockrill—were promoted. Captain Rutledge was promoted to be major of artillery and assigned to duty on the staff of General Leonidas Polk. First-Lieutenant Falconet became a captain in the cavalry service, and Second-Lieutenant Cockrill was appointed first-lieutenant and assigned to duty in the ordnance department. Hence, and because of heavy losses, the battery was merged, at the expiration of the year for which it had enlisted, with McClurg's Battery, and its history after that time is the history of that battery.



CAMP OF HEAVY ARTILLERY ON THE WAY TO PETERSBURG

On May 16, 1864, the date of this sweeping photograph, the movement against Petersburg had begun. The heavy guns which these two regiments were about to serve before Petersburg were sent by steamer and rail, so no ordnance is visible in this peaceful-looking camp on the banks of the beautiful river. The First Massachusetts Heavy Artillery had been ordered from the defenses of Washington to join the Army of the Potomac at Belle Plain, Virginia. It was to form part of the second brigade, third division, Second Army Corps, of the



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THE FIRST MASSACHUSETTS AND SECOND NEW YORK AT BELLE PLAIN, 1864

Army of the Potomac, from May, 1864, to May, 1865. A month after landing at Belle Plain it was at the siege of Petersburg. At Belle Plain it was met by the Second New York Heavy Artillery, also from the defenses of Washington, which formed part of the first brigade, first division, Second Army Corps of the Army of the Potomac, from that time till June, 1865. The latter regiment also proceeded to Petersburg but by a more circuitous route. May 18th to 21st it served at Spotsylvania; June 1st to 12th, it was at Cold Harbor.



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INSIDE A CONFEDERATE "WATER BATTERY," PENSACOLA HARBOR, IN 1861

THIS AND THE FOLLOWING THREE PHOTOGRAPHS WERE TAKEN WITHIN THE CONFEDERATE LINES IN 1861

This vivid view of great events in the making reveals the green Confederate volunteers without uniforms and still inexperienced. They show more enthusiasm than efficiency as they awkwardly handle the guns. It was not long before these quickly recruited gunners had become expert enough to give a good account of themselves. On November 22 and 23, 1861, they sustained and replied to a bombardment by the United States vessels *Niagara* and *Richmond* and by Fort Pickens and the neighboring Union batteries. Although Fort McRee was so badly injured that General Bragg entertained the idea of abandoning it, the plan of the Union commanders to "take and destroy it" was not executed. Time and again when the Federal blockading fleet threatened various points along the Confederate coast, requisitions were sent for these guns, but they were always needed in this fort. At the outset of the Civil War not a gun or gun-carriage, and, excepting during the Mexican War, not a round of ammunition had been prepared in the States of the Confederacy for fifty years. They were forced to improvise all of the vast paraphernalia necessary for war.



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**BRIGADIER-GENERAL E. P. ALEXANDER, WHO COMMANDED LONGSTREET'S
ARTILLERY AT GETTYSBURG**

E. P. Alexander was the Confederate officer who commanded Longstreet's eighty guns in the great artillery battle which preceded Pickett's charge at Gettysburg. He entered the Engineer Corps of the Confederate army April 2, 1861, and served on the staff of General G. T. Beauregard as engineer and chief of signal service till August of that year. As chief of ordnance of the Army of Northern Virginia, he distinguished himself on the bloody field of Antietam. He directed the eighty pieces on Longstreet's front at Gettysburg, which prepared the way for Pickett's charge until they had shot away practically all their ammunition. He was acting chief of artillery in Longstreet's corps from September 25, 1863, till February 26, 1864, and was appointed chief of artillery of the corps with which he remained till Appomattox, serving in the Wilderness, at Spotsylvania, and the siege of Petersburg. On February 26, 1864, he had been appointed brigadier-general of Artillery. Within two weeks after Lee's surrender he was at the Brandreth House in New York city attempting to arrange for a commission in the Brazilian army. Later, he became general manager and president of various Southern railroads, Government director of the Union Pacific Railroad Company from 1885 to 1887, and in 1901 engineer arbitrator in charge of the mooted boundary survey between Costa Rica and Nicaragua.



ON THE DAY OF BATTLE—SHELLING EARLY'S TROOPS IN FREDERICKSBURG

Here is no play at war. These guns were actually throwing their iron hail against Marye's Heights across the river on the very day that this photograph was taken by Captain A. J. Russell, the Government photographer. Early that morning the Union guns opened with a roar; at half past ten Sedgwick's gallant Sixth Corps charged up the hill where nearly 13,000 of their comrades had fallen the previous December. Before the assault the field artillery added its clamor to the heavy boom of the big guns, clearing the way for the intrepid Union columns which General Newton led up the once deadly hill to victory.



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WORKING THE 32-POUNDERS ON MAY 3, 1863

With a charge of eight pounds of powder these sea-coast guns could throw a shot weighing 32.3 pounds 2,664 yards, or over a mile and a half, with a ten degree muzzle elevation. The town spread out before the frowning weapons was thus easily within range. The pieces are mounted on siege carriages. Two men are handling the heavy swab which must reach a distance nearly twice the length of a man. The man at the nearest breech is just sighting; the crew are at attention, ready to perform their tasks. In a companion photograph, taken at the same time (pages 126 and 127 of Volume II), they can be seen waiting to load the piece in the foreground.



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COWAN'S BATTERY ABOUT TO ADVANCE ON MAY 4, 1862

THE NEXT DAY IT LOST ITS FIRST MEN KILLED IN ACTION, AT THE BATTLE OF WILLIAMSBURG

Lieutenant Andrew Cowan, commanding, and First-Lieutenant William F. Wright, sit their horses on the farther side of the Warwick River, awaiting the order to advance. After the evacuation of Yorktown by the Confederates on the previous night, Lee's Mills became the Federal left and the Confederate right. The Confederate earthworks are visible in front of the battery. This spot had already been the scene of a bloody engagement. The First Vermont Brigade of General W. F. Smith's division, Fourth Corps, had charged along the top of the dam and below it on April 16th and had gained the foremost earthwork, called the "Water Battery." But General Smith received orders not to bring on a general engagement. The Vermonters were withdrawn, suffering heavily from the Confederate fire. Their dead were recovered, under a flag of truce, a few days later. The "slashing" in the foreground of this photograph was in front of earthworks erected by Smith's division after the withdrawal of the Vermonters. The earthworks themselves were about two hundred yards to the rear of this "slashing," and were occupied by the First New York Battery in the center, and strong bodies of infantry to its left and right. The battery is seen halted where a road ran, leading to the Williamsburg road. Loaded shells had been planted inside the Confederate works, so that the feet of the horses or the wheels of the guns passing over them would cause them to explode. The battle of Williamsburg or "Fort Magruder" was fought on May 5th. In that battle the battery lost its first men killed in action.



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THE HENRY HOUSE—AFTER BULL RUN

THE ARTILLERY CENTER OF THE FIRST CIVIL WAR BATTLE

Thus stood the Henry house after the battle of Bull Run, on July 21, 1861. The building is no longer habitable—though the white plaster remaining shows that the destroying cannonade had not brought fire in its train. At first not in the direct line of fire, the little home suddenly became the center of the flood-tide of the first real conflict of the Civil War when at two-thirty General McDowell sent forward Ricketts' and Griffin's regular batteries. The former planted their guns within 1,500 yards of Captain (later Brigadier-General) John B. Imboden's Confederate batteries, which were stationed in a slight depression beyond. A terrific artillery duel at once ensued. Old Mrs. Henry, bedridden and abandoned by her relatives, lay alone in the house in an agony of terror till one of the first shots put an end to her life of suffering. The Thirty-third Virginia could restrain themselves no longer, and without orders advanced upon the Federal batteries. In the dust they were mistaken for a supporting Federal regiment until within point-blank range they fired a volley which annihilated both batteries. Thenceforth the contending forces surged over the prostrate bodies of cannoneers. Ricketts, severely wounded, was finally taken prisoner. At last Johnston's fresh troops arrived, the gray line surged forward, and the much-coveted guns were seized by the Confederates for the last time.



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THE ONLY UNION BATTERY THAT FIRED ON YORKTOWN

This photograph of May, 1862, shows Federal Battery No. 1 in front of Yorktown. On May 3, 1862, all of McClellan's encircling guns, with the exception of two batteries, were waiting to open fire, and those two would have been ready in six hours more—when the Confederates evacuated the works defending the city. Fire was actually opened, however, only from this one. It was armed with two 200-pounder and five 100-pounder Parrott rifled guns. The garrison was one company of the famous First Connecticut Artillery, under Captain Burke. It was a great disappointment to the Federal artillerymen, who had worked for a month placing the batteries in position, that there was no chance to test their power and efficiency. McClellan has been criticised for dilatory tactics at Yorktown, but many old soldiers declare that the army under his command inflicted as much damage and suffered far less than the victorious army directed by Grant.

WATCHING THE APPROACH OF A SHELL, YORKTOWN, MAY, 1862

This photograph of Battery No. 4, planted for the bombardment of Yorktown, shows a sentinel on the watch, ready to give warning of the approach of a shell and thus enable every man to seek shelter. Beside him is the bomb-proof in which the troops remained under cover when the bombardment was continuous. At Yorktown, the Confederates had an 8-inch mortar with which they did rather indifferent shooting, but the moral effect on the Federal soldiers of the screeching shells was great.



The caliber of these mortars was thirteen inches, and on account of their tremendous weight, 17,000 pounds, it required great labor to place them in position. The projectiles, which were principally used for sea-coast operations, varied in weight, according to character. Their maximum weight was about 770 pounds, and these were fired with a maximum of about seventy-five pounds of powder. The bore of this mortar is 35.1 inches in length. This was a case of war's labor lost, as the Confederates left on May 3d, and McClellan's elaborate siege batteries never had a chance.



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A BATTERY THAT FOUGHT IN MANY CAM- PAIGNS—"KNAP'S"

The upper photograph is of Independent Battery E of Pennsylvania Light Artillery, known as Knap's Battery, after its captain, Joseph M. Knap. Here the battery is within a strong fortification, guarded by a "slashing" of trees with branches pointing outward, visible beyond the walls. At Antietam, where the battery distinguished itself, there were no entrenchments to protect it from the fire of the Confederates; yet, practically unsupported, it broke up two charges in the thick of the action. Then McClellan's long-range guns materially assisted the Union advance, but later in the day the demand for artillery was so great that when General Hancock asked for more to assist his attenuated line, he could not get them until he finally borrowed one battery from Franklin. After the battle ended (September 17, 1862) and the Confederates withdrew to the south side of the Potomac, General Porter resolved to capture some of the Confederate guns com-

[F-3]



HEADQUARTERS FIRST BRIGADE HORSE ARTILLERY,
BRANDY STATION, SEPTEMBER, 1863

Here are some followers of Brigadier-General James Madison Robertson, who won promotion as chief of horse artillery on many fields, from the Peninsula to the Virginia campaigns of 1864.

The horse artillery was attached to the cavalry force.

manding the fords. One of the five pieces taken in this exploit on the night of September 19th was a gun which had been captured by the Confederates at the First Bull Run, from Griffin's Battery, D of the Fifth United States Artillery. There is another photograph of Knap's battery in Volume II, page 61. It was organized at Point of Rocks, Maryland, from a company formed for the Sixty-third Pennsylvania and surplus men of the Twenty-eighth Pennsylvania Infantry in September, 1861. Its service included Pope's campaign in Northern Virginia, beside the Maryland campaign which culminated at Antietam. Its next important campaign was that of Chancellorsville, and then came the Gettysburg campaign. The scene of its activities was then transferred to the West, where it fought at Chattanooga. Lookout Mountain and Missionary Ridge. It was with Sherman in the Atlanta campaign, marched with him to the sea, and returned to Washington with the Army of Georgia in time for the Grand Review.





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THIS BATTERY STOOD FIFTH IN ITS NUMBER OF CASUALTIES

The First Independent Battery of New York Light Artillery, under command of Captain Andrew Cowan, lost two officers and sixteen enlisted men killed and mortally wounded out of its complement of 150 men. Only four other batteries suffered a greater loss. "Cooper's" Battery B, First Pennsylvania Artillery, lost twenty-one men; "Sands'" Eleventh Ohio Battery lost twenty men (nineteen of them in one engagement in a charge on the battery at Iuka); "Philips'" Fifth Massachusetts Battery lost nineteen men; and "Weeden's" Battery C, First Rhode Island Artillery, lost nineteen men. This photograph shows Cowan's Battery in position within the captured Confederate works on the Petersburg line. The officers and men lived and slept in a work captured from the Confederates, and the horses were picketed back of the emplacements and in the gun-pits as seen underneath.





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LIGHT ARTILLERY "IN RESERVE"—WAITING ORDERS

It is no parade-ground upon which this splendid battery is drawn up, as the untrod daisies plainly show. Thus the waving fields of Gettysburg smiled on those July days of 1863—until the hoofs and wheels had trampled all green things to the earth, where they lay crushed beneath the prostrate forms of many a brave soldier of the North and South fighting for what each thought the right. This battery is standing in reserve. At any moment the notes of the bugle may ring out which will send it dashing forward across field and ditch to deal out death and face it from the bullets of the foe. The battery was evidently serving with infantry, as the cannoneers have no mounts. They are standing beside the gun-carriages, upon which they will leap when the battery moves forward. It was no easy matter for them to retain their seats as the heavy wheels cut through the grass and flowers and rebounded from hummocks and tilted sharply over stones. At any moment a horse might fall crippled, and it was their duty to rush forward and cut the traces, and jump aboard again as the gun drove around, or, if necessary, over the wounded animal. The latter was harder for an artilleryman who loved his horses than facing the screaming shells and whistling bullets at the front.



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“FLYING ARTILLERY” IN THE ATTEMPT ON RICHMOND

THE CANNONEERS WHO KEPT UP WITH THE CAVALRY—IN THIS SWIFTEST BRANCH OF THE SERVICE
EACH MAN RIDES HORSEBACK

Here are drawn up Harry Benson's Battery A, of the Second United States Artillery, and Horatio Gates Gibson's Batteries C and G, combined of the Third United States Artillery, near Fair Oaks, Virginia. They arrived there just too late to take part in the battle of June, 1862. By “horse artillery,” or “flying artillery” as it is sometimes called, is meant an organization equipped usually with 10-pounder rifled guns, with all hands mounted. In ordinary light artillery the cannoneers either ride on the gun-carriage or go afoot. In “flying artillery” each cannoneer has a horse. This form is by far the most mobile of all, and is best suited to accompany cavalry on account of its ability to travel rapidly. With the exception of the method of mounting the cannoneers, there was not any difference between the classes of field batteries except as they were divided between “light” and “heavy.” In the photograph above no one is riding on the gun-carriages, but all have separate mounts. Battery A of the Second United States Artillery was in Washington in January, 1861, and took part in the expedition for the relief of Fort Pickens, Florida. It went to the Peninsula, fought at Mechanicsville May 23–24, 1862, and took part in the Seven Days' battles before Richmond June 25th to July 1st. Batteries C and G of the Third United States Artillery were at San Francisco, California, till October 1861, when they came East, and also went to the Peninsula and served at Yorktown and in the Seven Days.



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COWAN AND HIS MEN, MAY, 1862, JUST AFTER THE FIRST FIGHT

These four officers of the First New York Independent Battery seated in front of their tent, in camp on the left bank of the Chickahominy River, look like veterans, yet a year of warfare had not yet elapsed; and their first taste of powder at Lee's Mills had just occurred. First on the left is Andrew Cowan (later brevet-lieutenant-colonel), then lieutenant commanding the battery (he had been promoted to captain at Lee's Mills, but had not yet received his captain's commission). Next is First-Lieutenant William P. Wright (who was disabled for life by wounds received in the battle of Gettysburg), Lieutenant William H. Johnson (wounded at Gettysburg and mortally wounded at Winchester), and Lieutenant Theodore Atkins, sunstruck during the fierce cannonade at Gettysburg, July 3, 1863, and incapacitated for further service in the army. Private Henry Hiser, in charge of the officers' mess at the time, is leaning against the tent-pole. The first Independent Battery of Light Artillery from New York was organized at Auburn and mustered in November 23, 1861. It was on duty in the defenses of Washington until March, 1862, when it moved to the Peninsula by way of Fortress Monroe. Its first action was at Lee's Mills, April 5, 1861; it took part in the siege of Yorktown, and fought at Lee's Mills again on April 16th. It served throughout the Peninsula campaign, and in all the big battles of the Army of the Potomac throughout the war. It helped to repulse Early's attack on Washington, and fought with Sheridan in the Shenandoah. The battery lost during its service two officers and sixteen enlisted men killed and mortally wounded and thirty-eight enlisted men by disease.



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A VETERAN BATTERY FROM ILLINOIS, NEAR MARIETTA IN THE ATLANTA CAMPAIGN

Battery B of the First Illinois Light Artillery followed Sherman in the Atlanta campaign. It took part in the demonstrations against Resaca, Georgia, May 8 to 15, 1864, and in the battle of Resaca on the 14th and 15th. It was in the battles about Dallas from May 25th to June 5th, and took part in the operations about Marietta and against Kenesaw Mountain in June and July. During the latter period this photograph was taken. The battery did not go into this campaign without previous experience. It had already fought as one of the eight batteries at Fort Henry and Fort Donelson, heard the roar of the battle of Shiloh, and participated in the sieges of Corinth and Vicksburg. The artillery in the West was not a whit less necessary to the armies than that in the East. Pope's brilliant feat of arms in the capture of Island No. 10 added to the growing respect in which the artillery was held by the other arms of the service. The effective fire of the massed batteries at Murfreesboro turned the tide of battle. At Chickamauga the Union artillery inflicted fearful losses upon the Confederates. At Atlanta again they counted their dead by the hundreds, and at Franklin and Nashville the guns maintained the best traditions of the Western armies. They played no small part in winning battles.





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“WHERE DEFEATED VALOR LIES”

MAGNOLIA CEMETERY AT CHARLESTON—HERE TIMROD READ HIS “ODE”

This photograph preserves the resting-place of the Confederate soldiers over whom in 1867 Timrod read his last and finest production—the “Ode” presented opposite. This spreading tree is a fitting place for the utterance of one of the supreme poems in American literature. Timrod had spent his life in singing of his State and the South. He was fired by no ordinary devotion. But in no other effort did he light upon so lofty a subject, and express his emotions with so much of artistic restraint. The view above shows how appropriate to the scene were his lines. The gloom of these towering trees, the glint of marble slabs and columns, evokes at once the tender mood to which the genius of the Southern poet has given classic expression.



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THE FUTURE PRESIDENT OF THE CONFEDERACY, WITH HIS WIFE

THE FIRST OF SEVEN SCENES FROM THE LIFE OF JEFFERSON DAVIS

This picture, made from an old daguerreotype, forms as true a document of Jefferson Davis' human side as his letter concerning Grant on page 290. Davis was born in Kentucky the year before Lincoln. His college education began in that State. In 1842 he entered West Point. Army service proved his ability to command. In the Mexican War he won distinction as colonel of the First Mississippi Volunteers by the famous "reëntering angle" at Buena Vista. As Senator from Mississippi and Secretary of War under President Pierce, he became the accepted leader of the Southern party in their insistence on the doctrine of States' rights. His unanimous election as President of the Confederacy on February 8, 1861, by the Congress at Montgomery, Alabama, was unsought. When the permanent government was established in 1862, he entered without opposition upon the six years' term. When the stress of war turned his administration into a virtual dictatorship, he wielded enormous powers with the utmost fidelity. His military training and experience had instilled him with such confidence in his military capacity that he maintained to the end a close control over all his generals. His wife, who possessed all the charm of Southern womanhood, has left an account of her husband that forms one of the most intimate and winning biographies written by an American author.



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“OVER THEIR GRAVES RANG ONCE THE BUGLE’S CALL”

These resting places of soldiers upon the field of Bull Run, the first severe battle, remind Americans how widely the horror of war visited their land in 1861. Not only by old stone walls such as Stockard speaks of, but also where rude head-boards were erected on the battle-fields, the crash of battle had roared. Since 1862, when these pictures were taken, a grateful nation has converted these wild places into beautiful parks, better fit for preserving the names of those who met death where fell “The searching shrapnel and the crashing ball.”





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“WHILE OTHER MINDS WERE OCCUPYING THEMSELVES WITH DIFFERENT THEORIES OF RECONSTRUCTION.”

A SCENE CONTEMPORARY WITH SUMNER'S “UNCOMPROMISING RESOLUTION” REFERRED TO BY LAMAR

The lively scene in Baton Rouge, Louisiana, just after the war, is typical of early reconstruction in the South. The wagon is filled with a military band, the flags are regimental colors, and the vehicle itself is a military wagon. The music has attracted not only a crowd of boys and men, but a woman with a child in her arms is standing in the door of the bakery where cakes and pies are advertised for sale, and in the second-story window above her another woman is gazing timidly from behind the shutter. Evidently the candidate for the State Senate is making some progress. Reconstruction in the South was not so long a period as some may suppose. The first attempts to reorganize the state governments, like the one here pictured, were under the protection of Federal military forces. The measures taken were sometimes harsh, but the execution of martial law was honest. Most of the governments were left in the hands of civil authorities in 1868. “Carpet-baggers” and “scalawags” then held sway until the better class of citizens could come into control. But in 1874 their power was overthrown, except in Louisiana and South Carolina.



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THE PRESIDENT OF THE CONFEDERACY

THE FOURTH OF SEVEN SCENES FROM THE LIFE OF JEFFERSON DAVIS—HIS WIDOW PRONOUNCED THIS THE ONLY WAR-TIME PHOTOGRAPH

The trials of the Presidency were particularly severe to one of Davis's delicately balanced temperament. According to Mrs. Davis, "he was abnormally sensitive to disapprobation; even a child's disapproval discomposed him." She relates that one day, during the second year of the war, "he came home, about seven o'clock, from his office, staggered up to a sofa in his little private office and lay down. He declined dinner, and I remained by his side, anxious and afraid to ask what was the trouble which so oppressed him. In an hour or two he told me that the weight of responsibility oppressed him so that he felt he would give all his limbs to have some one with whom he could share it." But she adds in a later chapter, "As hope died out in the breasts of the rank and file of the Confederate army, the President's courage rose, and he was fertile in expedients to supply deficiencies, and calm in the contemplation of the destruction of his dearest hopes, and the violent death he expected to be his." In all his trials his wife was an unfailingly sympathetic companion.



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A few steps across the garden, toward the same roofless home of the page facing, opens sadder destruction of the exquisite Georgian architecture. Toward the close of the siege, many scenes like this awaited the army photographer. Homes that had once reposed peacefully in the light of luxury and sparkled with gaiety now stood in ruins, grim tokens that Sherman's terse definition of war is true. And yet the South fought on. Never has the world seen greater devotion to a cause. Grandeur than this devotion was the resolute meeting of the problems left by the war. An entirely new social order, in which Southern leaders profoundly disbelieved, might well have appalled the stoutest heart. But the present prosperity of the whole section proves that hearts were not appalled. The dauntless energy of the Anglo-Saxon has gained again a victory more precious than any won in war.





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A DESOLATE GARDEN

In the spring of 1865, this charming Southern garden in Petersburg did not bloom as had been its wont. The thundering cannon of Grant's besieging army had laid in ruins many a noble old mansion. Even where the non-combatants could dwell in comparative safety, they suffered for want of the necessities of life. In the whole of Virginia there was not enough of either meat or bread to sustain the Confederate troops that had suffered far more severely than the citizens during the unusually hard winter just past. But after the war, the leaders, whose homes were in ruins, did not sit down in despair. The cities of the Southland arose in new beauty, and the manifold problems of a new era were studied with a courage Grady does well to praise. From the exhaustion of merciless war, from wreckage such as this, the South rose renewed like the fabled phenix.





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THE PINCKNEY HOUSE IN CHARLESTON, SOUTH CAROLINA

Here lived from 1769 the noted Charles Cotesworth Pinckney, after his return from school at Westminster and Oxford. When the Revolution began he discontinued his practice of law and led a provincial regiment. For two years he was one of Washington's aides-de-camp. In 1780 his wife was evicted from the mansion by British troops when Sir Henry Clinton and Lord Cornwallis occupied the town. The history of his dwelling-place terminated in December, 1861. A fire began on a wharf by the Cooper River, where some Negroes were cooking their supper. It was blown into a hay store near by; it then spread swiftly before the gale to the banks of the Ashley, leaving behind nothing but a smoking wilderness of ruins. The Pinckney mansion stood in its path. The able-bodied men of the town were in service or drilling in the camps at the race-course, and little could be done to check its course till it reached the Ashley River.



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WHAT THE CONFEDERATE SOLDIER FOUND—A MISSISSIPPI VALLEY MILL

This gloomy scene is a reminder of the fate that befell the Mississippi valley and many another fertile region of the South. Western raids throughout the war destroyed hundreds of miles of railroad, burned the cars, and blew up the locomotives, fell upon tanneries and shoe-factories, wrecked arsenals, captured commissary stores, put the torch to cotton-factories, and in every possible way crippled the resources of the South for continuing the struggle. General Grant tells of an incident at his capture of Jackson, Mississippi, on May 14, 1863. Sherman was instructed to destroy "the railroads, bridges, factories, workshops, arsenals, and everything valuable for the support of the enemy." The two generals went into a very valuable cotton-factory, where the machinery was running at full speed and all the hands were at work, as if the city had not fallen into the hands of the enemy. While the military leaders stood there, hundreds of yards of canvas rolled out from the looms with the stamp of the Confederate Quartermaster's Department upon it. It was to be used in tents. After looking on the busy scene for a few minutes, the order was given for the place to be vacated, and within an hour the building and its warehouses were in flames. The next day the work of destruction was so thoroughly accomplished that "Jackson as a railroad center or Government depot of stores and military factories," it was reported, could be of little use for at least six months.



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DAVIS AFTER HIS RELEASE FROM PRISON

THE LAST OF SEVEN SCENES FROM THE LIFE OF JEFFERSON DAVIS

On his return from Canada in 1868 Jefferson Davis paid a visit to Baltimore, and stood for this picture. It reveals the lines of pain drawn by the sufferings of three years. Twelve days after his capture he had been imprisoned in Fortress Monroe in a low cell. There he was kept more than four months. Then more comfortable quarters were assigned. His attending physician, though a strong Republican, was completely won by the charm of the Southern gentleman and published an account of his prison life that aroused public sympathy for the most distinguished prisoner ever held in the United States. On May 13, 1867, Davis was indicted for treason in the United States Circuit Court for the district of Virginia, whereupon he was admitted to bail for \$100,000, signed by Horace Greeley and fourteen others. When Davis was released he was greeted with deafening cheers, huzzas, and waving of hats. He was included in the general amnesty of Christmas Day, 1868, and was released in February, 1869. The twenty remaining years of his life were spent chiefly in Mississippi.



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A COLONIAL MANSION IN RUINS—1865

Grady's returning Confederate soldier was a private in the ranks. But Southern officers, as well, rich and poor alike, found desolation at home in 1865. Compare with the preceding scenes the ruins of this handsome residence of the Pinckneys, one of the most distinguished Charleston families. It stood in the middle of a whole square, commanding a fine view of Charleston Harbor. When James Glenn arrived in 1743 as royal governor, he selected this mansion as his official residence. It was occupied in succession by Governors Glenn, Lyttleton, Boone, and Lord Charles Montague, while Charles Pinckney was in Europe and his son was attaining majority. During those years there were many stately dinners here. These ruins were the scene of Charleston's gayest colonial life.



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“THIS HERO IN GRAY WITH THE HEART OF GOLD”

This portrait of a young Confederate volunteer caught the eye of the New York sculptor Ruckstuhl, while he was designing the magnificent monument to be erected in Baltimore by the Maryland Society of the Daughters of the Confederacy. The photograph was taken in April, 1861, when the boy soldier, Henry Howe Cook, had been promoted at the age of seventeen from the ranks of Company D, First Tennessee Regiment, to a lieutenancy in Company F of the Forty-fourth Tennessee, in B. R. Johnson's brigade. At the outbreak of the war proper arms were scarcer in the Confederacy than uniforms. Private Cook's trig costume contrasts sharply with the big hunting-knife and the old-fashioned pistol with its ramrod and percussion trigger. His glance is direct and fearless; yet he is almost too young to look blood-thirsty, even with the lethal weapon thrust in his belt. Working in the spirit which Grady so eloquently describes, he continued to rise after the war was over. As a lawyer he was eminently successful and in after years was honored by the people of Tennessee with the chancellorship in its court system.

Below, Grady's declaration finds a vivid example. On the exact spot shown in the central picture of the opposite page has risen a modern mill to replace the blackened ruins. In place of the twisted rails are three well graded tracks. A reënforced concrete bridge replaces the broken causeway. In the distance the tall stacks of a busy city rise against the sky. The South is once more prosperous. Its sons have attacked the problems of the new era and have placed their section upon a basis for permanent advancement. The currents of national life are flowing through every part of its spacious territory, and it feels itself an integral and inseparable

"IT IS A RARE PRIVILEGE, SIR,

TO HAVE HAD ANY PART,

HOWEVER HUMBLE,

IN THIS WORK"

part of the mighty American republic. The hundreds of scenes in this and the preceding volumes have been from photographs taken in war time. Now that the volume is ended and the records of the campaigns are closed, an exception is made to show what the South has accomplished in less than half a century. Proud as all are of the devotion and courage of the South during the four years of war, prouder still should every American be of the splendid record of her peaceful victories in the forty years succeeding. For she has wrung victory from defeat and has provided for the whole world the spectacle of an enduring triumph—a progress without parallel.



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FORTY-SIX YEARS AFTER—THE RICHMOND PAPER MILL AND RAILROAD REBUILT



WHEN PEACE DWELT AGAIN UPON FORT SUMTER

A spectator before that irregular pile of débris might never imagine that in 1861 Fort Sumter was a formidable work. Its walls then rose to a height of forty feet above high-water. Constructed of the best Carolina gray brick, laid in a mortar of pounded oyster-shells and cement, their thickness of five to ten feet made the stronghold seem impregnable. Despite the appearance in the picture, it proved so. The attack that began the war did very little damage, beyond the burning of the barracks. Two years later, Rear-Admiral Samuel F. Du Pont led a naval attack that was expected to capture the fort with little delay; yet the heavy bombardment made almost no impression. The ironclad that was nearest Sumter, the *Keokuk*, struck ninety times, was so badly injured that it sank the next morning. The *Weehawken* was hit fifty-three times; the *Passaic* thirty-five times, the *Montauk* fourteen times, the *Patapsco*, the fourth vessel in line, forty-seven times; and so on through the entire fleet. The fort, on the other hand, was hardly injured. At one point, where an 11-inch and a 15-inch shell struck at the same point at the same time, the wall was completely breached; on the outside



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THE CRUMBLED WALLS FROM THE SAND BAR—1865

appeared a crater six feet high and eight feet wide. But the destruction shown in the picture was wrought by the bombardment from the land-batteries four months later. General Gillmore's guns opened on August 17th. Major John Johnson in "Battles and Leaders" makes this report of the effect of Gillmore's operations and of the work of the defenders: "When demolished by land-batteries of unprecedented range, the fort endured for more than eighteen months their almost constant fire, and for a hundred days and nights their utmost power until it could with truth be said that it at last tired out, and in this way silenced, the great guns that once had silenced it. From having been a desolate ruin, a shapeless pile of shattered walls and casemates, showing here and there the guns disabled and half-buried in splintered wrecks of carriages, its mounds of rubbish fairly reeking with the smoke and smell of powder, Fort Sumter under fire was transformed within a year into a powerful earthwork, impregnable to assault, and even supporting the other works at the entrance of Charleston harbor with six guns of the heaviest caliber." Above, it is a monument to the wastefulness of warfare.



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‘ AFTER ALL—ONE COUNTRY ’

Here in Charleston, under the sunlight of a cloudless April day, rest the Parrott guns that from Morris Island pulverized the walls of Sumter, that hurled shot and shell across the bay—now silent, “after all.” Flecks of shade from the live-oak leaves fall upon the polished barrels that for eighteen months had roared upon the distant foe. Now the silence is broken only by the rustle of the foliage above. Below, the daisies are beginning to hide the newly springing grass. The Stars and Stripes draped above the nearest gun-carriage is once more the flag of the whole American people. Peace has indeed come, and all over the land thanksgiving is ascending like an incense from hearts that have known the anguish of endless separation and the bitterness of unavailing sorrow—thanksgiving, too, for the issue of the conflict, which determined that America should forever wear the coronal of freedom and lead in the vanguard of human liberty.

SONGS OF THE WAR DAYS



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“MEET, O LORD”

HILTON HEAD IN 1861—THE TIME AND PLACE OF THIS NEGRO SONG'S CREATION

This photograph appears here by a curious coincidence. With the presentation of the “spiritual” that commemorates an event of the war connected with the Confederate General Drayton, there has come to light a photograph of his home on Hilton Head in 1861. Through these gates, watched by loving eyes, he rode on the “milk-white horse,” the morning of the engagement at Bay Point. Mr. W. F. Allen, who collected many slave-songs, was told that, “When de gun shoot at Bay Pint,” General Drayton left a Negro boy holding his white war horse. He never returned to claim his steed and in some way the incident was commemorated in this “spiritual,” which is still sung on the plantations of Hilton Head Island. Observe the Negro “mammies” on the porch and at the gate, also the luxuriance of foliage framing the Southern house in a bower of greenery. Members of the Third New Hampshire regiment face the reader; for the house is now a rendezvous of Federal troops.

"SUCCESS TO THE ALABAMA"

THE ENGLISH MANOR HOUSE TO WHICH ADMIRAL SEMMES REPAIRED AFTER THE FAMOUS BATTLE—HIS CHIEF OFFICER, CAPTAIN KELL, IS STANDING AT THE EXTREME RIGHT.

In this charming photograph of Milbrook Manor House near Southampton, England, appears a scene of 1864 at the quiet country-place to which Admiral Semmes of the Confederate warship, *Alabama*, and his chief executive officer, Captain Kell, retired for rest and recuperation after the loss of their vessel in the battle with the U. S. S. *Kearsarge* off the coast of France. On the right of the picture is Captain Kell, convalescing from his wound in this green, shaded retreat. Exquisitely rendered by the camera are the hoopskirts, the flowing scarfs, and the old-fashioned blouses of the women in the picture. Under a glass the detail comes out with startling reality, and for a moment the atmosphere of the place and the time is restored. The beautiful, vine-clad manor house, with the quaint group of women, bring back to remembrance the history of the cruiser and of the *Kearsarge*, and the bravery of the men who fought during the most dramatic naval battle.







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"FROM THE ASHES LEFT US IN 1864"

The ruins of Atlanta here are the very scenes to which Grady was referring. The destruction of its industries Sherman declared to be a military necessity. Atlanta contained the largest foundries and machine-shops south of Richmond. It formed a railroad center for the central South, where provisions might be gathered and forwarded to the armies at the front. To destroy the Atlanta shops and railroads would therefore cripple the resources of the Confederacy. Railroads had been torn up to the south of the city



even before its capture on September 2, 1864. But it was not until November 15th, when Sherman had completed all his arrangements for the march to the sea, that on every road leading into Atlanta the ties were burned, the rails torn up and then twisted so as to render them permanently useless. The buildings were first burned and the walls afterward razed to the ground. In the fire thus started the exploding of ammunition could be heard all night in the midst of the ruins. The flames soon spread to a block of stores and soon the heart of the city was burned out completely.



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BRINGING UP THE MORTARS AT BUTLER'S CROW'S NEST

So annoying to the Union force at Dutch Gap, digging the canal in 1864, did the fire of the Confederate batteries become, that a battery and lookout were established above the canal. The upper photograph shows the big mortars of the battery being placed in position. They are old style 10-inch mortars and very difficult to handle. A lookout with a crow's-nest on top can be seen in the trees. This is where the signal men did their work. During the imprisonment of the Confederate fleet above Chaffin's Bluff, their crews and officers served ashore. So close were the Confederate batteries that with a spy-glass some naval officers actually recognized



some of their former companions in the Federal service. That it was no easy task to install this battery is clear from the gigantic paraphernalia to move big guns, shown in the lower photograph. This was a giant sling-cart used by the Federals in removing captured ordnance from the batteries on the James River below Richmond, after there was no more use for the battery shown above. By means of this apparatus the heaviest siege and sea-coast cannon could be moved. The cart was placed over the piece, ropes run under the trunnions and the easeabel, or knob, on the rear of the gun, and a large pole placed in the muzzle for the accommodation of another rope.

A SLING CART MOVING A HEAVY GUN



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A 17,000-POUND SEA-COAST MORTAR IN THE WASHINGTON ARSENAL

This leviathan of the shore dwarfs by its size the big guns visible in the background. Some idea of its huge proportions can be gained by figuring its diameter by the height of the man leaning against it. The bore of this mortar was 35.1 inches in length, and the maximum charge was about 75 pounds of powder. It was employed principally for sea-coast fortifications, where it was expected to operate against the decks of vessels, the great weight of the projectiles being exceedingly destructive. These mortars were sometimes used for siege purposes, as at Yorktown, but their great weight made them difficult to move and emplace in temporary works.



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“SOFT” WALLS BETTER DEFENSES THAN “HARD”—FORT SUMTER

In 1863, the stone walls of Sumter were soon breached by the guns of the Federal fleet, but behind the breaches rose many feet of gabions filled with earth. These were replaced as fast as the guns of the fleet dislodged the soft earth. General G. T. Beauregard wrote in his official report of February 8, 1863: “The introduction of heavy rifled guns and iron-clad steamers in the attack of masonry forts has greatly changed the condition of the problem applicable to Fort Sumter when it was built, and we must now use the few and imperfect means at our command to increase its defensive features as far as practicable.” This beautiful view of Fort Sumter in 1865, clear in every detail, one of Barnard’s photographic masterpieces, shows the battered parapets of the fort strengthened again and again by gabions. The humble baskets not only served this purpose, but kept flying pieces of the more solid construction which they reinforced from maiming the garrison. One would hardly imagine that the declivity in the center of the mass of gabions had once been a well-chiseled flight of steps. This kind of fortification deteriorated very rapidly unless constantly repaired. In Sumter the work of repairing was particularly heavy, following one bombardment after another throughout the four years of the war. It was not until February 17, 1865, after Sherman’s great march, that the fort was evacuated.



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WHEN THE BRIDGE WAS FINISHED AT FRANKLIN'S CROSSING APRIL 29, 1863

Hopeful and proud these pontoniers of Hooker's engineer battalion stand upon their just-completed bridge—rushed across in one hour and ten minutes. The bridge "train," wagons and boats, had been masked about a mile from the river in dense woods. Then the boats were carried to the river at night and were actually launched before the Confederates were aware of the enterprise. Troops were ferried across in the face of musketry fire from the opposite bank, and the Confederates were driven off. Captain A. J. Russell, who took this photograph, followed close upon this action. In photographs of Franklin's Crossing taken subsequently, the trees have been chopped down, but here the earth, freshly upturned to make an approach to the bridge, and the little pup-tents just going up across the river, both indicate that the soldiers have just arrived. They were not aware that Jackson was to circle Hooker's right in the woods, take him in reverse and cut him off from United States Ford—and that he was to be huddled into a corner in the Wilderness, hurrying messages to Sedgwick's corps to come to his relief. This bridge, three hundred and ninety feet long, was moved bodily to Fredericksburg and there placed in position on the following Sunday during the battle of Fredericksburg Heights, where Sedgwick finally stormed the position that four months before had cost Burnside nearly 13,000 men. This was one of the most successful exploits of the engineer corps during the entire war.



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AN INGENIOUS DEVICE OF THE CONFEDERATES IN PULASKI

The Confederates had swung upwards the muzzle of this 8-inch smooth-bore sea-coast gun within Fort Pulaski, so that it could be used as a mortar for high-angle fire against the Federal batteries. General Hunter and General Gillmore's troops, supported by the gunboats, had erected these on Jones Island and Tybee Island. Fort Pulaski, commanding the entrance to the Savannah River and covering the passage of blockade runners to and from Savannah, early became an important objective of the Federal forces at Hilton Head. It was of the greatest importance that shells should be dropped into the Federal trenches, and this accounts for the position of the gun in the picture. There was no freedom of recoil for the piece, and therefore it could not be fired with the "service" charge or full charge of powder. Reduced charges, however, were sufficient, as the ranges to the opposing batteries were short. With this and other ingenious devices the little garrison kept up its resistance against heavy odds. It finally surrendered on April 11, 1862.



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ONE OF THE GUNS THAT HAD TO BE DUG OUT—FORT McALLISTER

Digging out the guns was an every-morning duty of the garrison in Fort McAllister, defending Savannah, during the three bombardments of the Federal monitors and gunboats—January 27, February 1, and March 3, 1863. Every night the cannon in the fort became buried with dirt thrown up by the Federal shells, yet every morning they were roaring defiance again at the attacking fleet. No Federals set foot here until the little garrison of 230 men were confronted by Sherman's army of 100,000 and stormed on December 13, 1864.



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FORT MORGAN, MOBILE BAY, ALABAMA

Fort Morgan, on the right of the entrance to Mobile Bay, was one of the strongest of the old brick forts. By August, 1864, it had been greatly strengthened by immense piles of sandbags, covering every portion of the exposed front toward the neck of the bay. The fort was well equipped with three tiers of heavy guns, one of the guns at least, of the best English make, imported by the Confederates.



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“THEY KNEW THE CONSTRUCTION CORPS WAS DOING ITS DUTY”

CAMP OF THE CORPS AT CITY POINT IN JULY, 1864

The construction corps of the United States Military Railroads had a comparatively easy time at City Point under General McCallum. There was plenty of hard work, but it was not under fire, and so expert had they become that the laying of track and repairing of bridges was figured merely as a sort of game against time. The highest excitement was the striving to make new records. It had been otherwise the year before. General Herman Haupt, then General Superintendent of all the military railroads, had applied for and received authority to arm, drill and make the military railroad organization to some extent self-protective. This was on account of the numerous depredations committed along the Orange and Alexandria Railroad. Bridges were destroyed and reconstructed (that over Bull Run for the seventh time), trains troubled by marauders, and miles of track destroyed by the armies. These men in their camp at City Point look alert and self-sufficient. The investment of Petersburg had begun, and their troubles were practically over.



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LIFTING THE 59,000-POUND ENGINE "VIBBARD" FROM THE DRAW OF LONG BRIDGE

This scene of March, 1864, suggests some of the difficulties which confronted the superintendent of military railroads during the war. Long Bridge, from the railroad-man's viewpoint, was not a very substantial structure. J. J. Moore, chief engineer and general superintendent of military railroads of Virginia, reported to Brigadier-General D. C. McCallum, under the date of July 1, 1865, that he experienced great difficulty in keeping it secure for the passage of trains. On August 22, 1864, the draw at the south end of the bridge was nearly destroyed by a tug, with a schooner in tow, running into it, and February 18, 1865, an engine broke through the south span of the bridge, the entire span being wrecked. The rescue of the "Vibbard," which weighed 59,000 pounds and cost \$11,845, was apparently effectual; the same report states that it ran 5,709 miles at a total cost of \$4,318.78 in the fiscal year ending June, 1865.



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GUARDING THE "O. & A." NEAR UNION MILLS

Jackson's raid around Pope's army on Bristoe and Manassas stations in August, 1862, taught the Federal generals that both railroad and base of supplies must be guarded. Pope's army was out of subsistence and forage, and the single-track railroad was inadequate.



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DÉBRIS FROM JACKSON'S RAID ON THE ORANGE AND ALEXANDRIA RAILROAD

This scrap-heap at Alexandria was composed of the remains of ears and engines destroyed by Jackson at Bristoe and Manassas stations. The Confederate leader marched fifty miles in thirty-six hours through Thoroughfare Gap, which Pope had neglected to guard.



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A PROBLEM SOLVED BY THE ENGINEERS

It was a long step from Caesar's wooden bridges to the difficulties which confronted the United States Construction Corps in the Civil War. Here is an example of its work. Time and again, during 1862-63, the bridges on the line of the Orange & Alexandria Railroad were destroyed by both sides in advance and in retreat. It remained for the army engineers to reconstruct them. It was a work requiring patience and unceasing activity, for speed was of prime importance. These structures, capable of supporting the passage of heavy railroad trains, and built in a few hours, were conspicuous triumphs which the American engineers added to the annals of war.



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WHAT LINCOLN CALLED THE "BEANPOLE AND CORNSTALK" BRIDGE, BUILT OVER POTOMAC CREEK

This famous "beanpole and cornstalk" bridge, so named by President Lincoln, amazed at its slim structure, was rushed up by totally inexperienced labor; yet in spite of this incompetent assistance, an insufficient supply of tools, wet weather and a scarcity of food, the bridge was ready to carry trains in less than two weeks. First on this site had been the original railroad crossing—a solidly constructed affair destroyed early in the war. After the destruction of the "beanpole and cornstalk" bridge by the Union troops when Burnside evacuated Fredericksburg, came a third of more solid construction, shown in the upper photograph on the right-hand page. The bridge below





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THE THIRD BRIDGE. PHOTOGRAPHED APRIL 12, 1863—BELOW, THE FOURTH

is the fourth to be built for the Richmond, Fredericksburg and Potomac Railroad at this point. The United States Military Railroad Construction Corps by this time possessed both trained men and necessary tools. Work on this last bridge was begun Friday, May 20, 1864, at five A.M.; the first train passed over Sunday, May 22d, at four P.M. Its total length was 414 feet, and its height was eighty-two feet. It contained 204,000 feet of timber, board measure, but the actual time of construction was just forty hours. The photograph was taken by Captain A. J. Russell, chief of photographic corps, United States Military Railroads, for the Federal Government.



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PULASKI—THE ANGLE WHERE THE FEDERALS CONCENTRATED THEIR FIRE

RIFLED CANNON
VS. BRICKS

These two photographs of Fort Pulaski at Savannah, taken in April, 1862, after the bombardment by the Federal batteries, show very clearly how the Confederate Engineers learned that the old-fashioned brick wall was of no use against modern guns. The time had passed for brick and stone fortresses. Granite was found to be weaker than sand. Any yielding substance which would slow down and finally stop the great projectiles, and which could be shoveled back into position, no matter how much of it was displaced by a shell, proved far superior to any rigid substance. The ruins of Fort Pulaski taught the Confederates how to defend Fort Sumter—which was evacuated but never fell. In General Gillmore's Re-



port on Charleston he says: "One hundred and ten thousand six hundred and forty-three pounds of metal produced a breach in Fort Pulaski which caused the surrender of that permanent and well constructed brick fortification, while one hundred and twenty-two thousand and thirty pounds of metal failed to open the bomb-proof of Fort Wagner, a sand work extemporized for the war. . . . It must not be forgotten, in this connection, that in the former case the brick wall stood nearly vertical, and all the debris formed by the shots immediately fell into the ditch, and no longer afforded any protection to the wall left standing; while in the latter the mass was so formed that a large proportion of the sand displaced fell back and again within an area attempted to be breached."

INSIDE THE BREACHED CASEMATE (SEE ABOVE)



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GENERAL HAUPT INSPECTING THE MILITARY RAILROAD—1863

THE SCENE IS NEAR BULL RUN—GENERAL HAUPT STANDS AT THE RIGHT—THE ENGINE HAS BEEN NAMED AFTER HIM

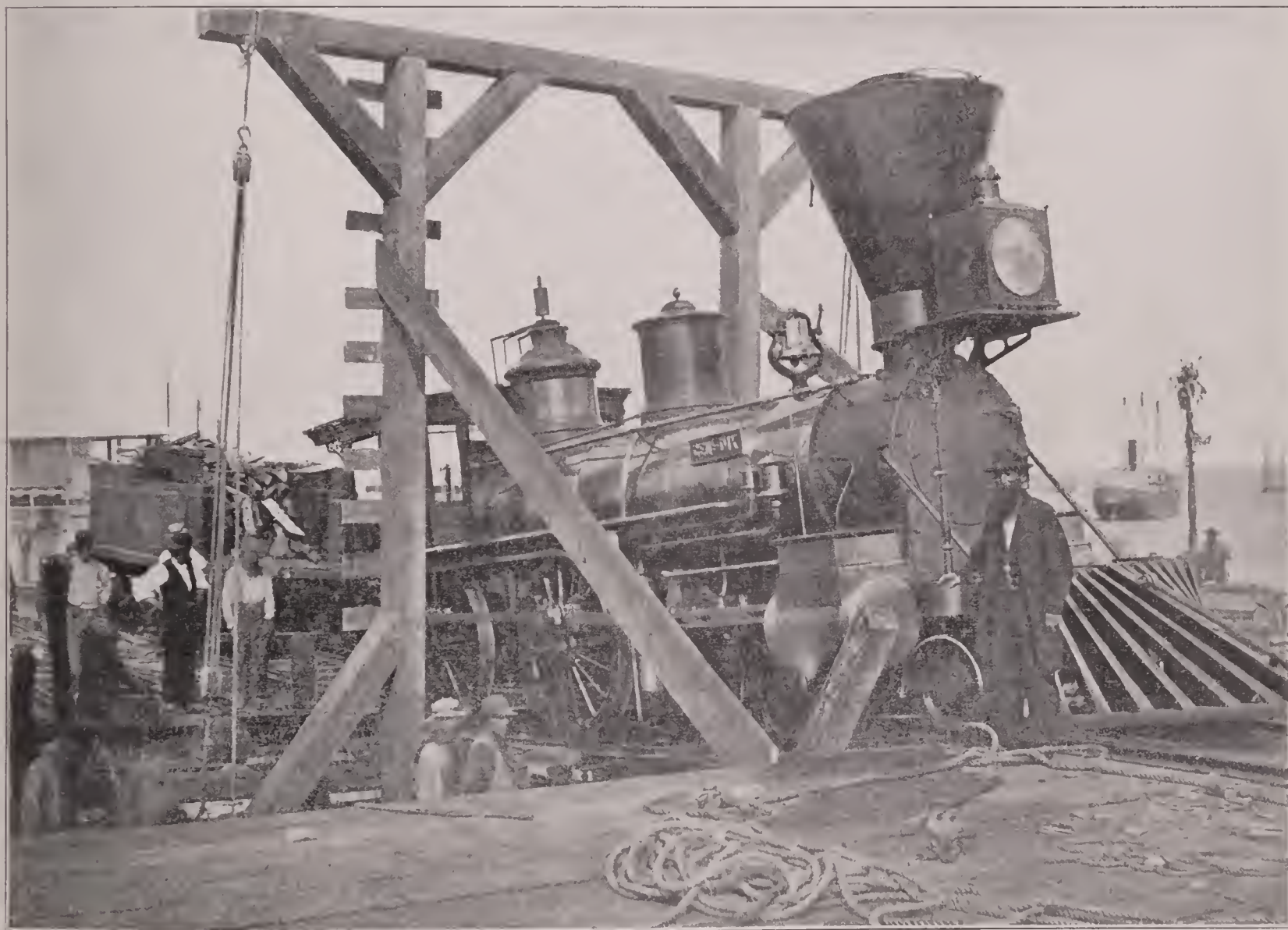
On the embankment stands General Haupt overseeing the actual work on the railroad. This photograph gives an indication of the secret of his success—no detail was too small for him to inspect. He was a graduate of the United States Military Academy in the class of 1835. He resigned his commission soon after graduation, and entered the railroad service in the State of Pennsylvania. His especial forte was bridge-building. In 1846 he became identified with the Pennsylvania Railroad, and in 1865 he became interested in the Hoosac Tunnel project in Massachusetts, which he carried to successful completion. In April, 1862, Secretary of War Edwin M. Stanton summoned him to Washington and put him in charge of rescuing the railways and transportation service from the chaos into which they had fallen. At first employed as a civilian, he was given later the rank of colonel, and at the second battle of Bull Run was commissioned brigadier-general of volunteers. His work was magnificent, and he soon had the railroads running smoothly. On account of differences with General Pope, he retired to his home in Massachusetts in July, 1862. A few days later he received from the War Department the following telegram: "Come back immediately; cannot get along without you; not a wheel moving on any of the roads." General Haupt returned, and the wheels began to move. On September 14, 1863, D. C. McCallum succeeded Haupt.

On September 14, 1863, General Haupt was relieved from further duty in the War Department, and turned over his duties to Colonel (later Major-General) D. C. McCallum, who was appointed Superintendent of Military Railroads. The efficient operation of the roads with the Army of the Potomac continued, and received the enthusiastic praise of General Grant. Engines for the military railroad at City Point had to be transported by water. In the lower photograph the "General Dix" is seen being landed at City Point.



MAJOR-GENERAL D. C. McCALLUM
AN OFFICER PRAISED BY GENERAL GRANT

This engine weighed 59,000 pounds and cost \$9,500. It was credited with a record of 16,776 miles at the comparatively low cost of \$6,136.62 during the fiscal year ending June, 1865. Behind it is the tender piled up with the wood which was used for fuel in those days. This is what necessitated the gigantic stacks of the wood-burning engines. The "General Dix" has evidently been put into perfect condition for its trips over the uneven track of the railway from City Point to the army lines at Petersburg.



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LANDING THE MILITARY ENGINE "GENERAL DIX" AT CITY POINT, 1864-5



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BEFORE THE FRESHET OF APRIL, '63

THE BRIDGE OVER BULL RUN THAT KEPT THE CONSTRUCTION CORPS BUSY

The United States Military Railroad Construction Corps got much of its training at this point. The bridge over Bull Run near Union Mills was one of the most frequently reconstructed of the war. This photograph, taken from upstream, shows its appearance before it was carried away by the freshet of April, 1863. On the pages following it appears in several stages of destruction and reconstruction after that event. This neighborhood was the scene of numerous guerrilla raids after the battle of Chancellorsville, May 2, 1863. It was visited with fire and sword again and again by both the Federals and Confederates, as the fortunes of war gave temporary possession of this debatable bit of ground, first to one side and then to the other.



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IN CASTLE PINCKNEY—428-POUND PROJECTILES

A BIG GUN IN CASTLE PINCKNEY

The gun overlooking the parapet of Castle Pinckney is a 15-inch Columbiad which used a powder charge of 40 pounds. The projectile weighed 428 pounds. A large number of these projectiles are stacked in the foreground. With an elevation of twenty degrees, the maximum range of this gun was 3,787 yards, or a little over two miles. This fort



POWDER MAGAZINE IN BATTERY RODGERS

was used as a prison for Union captives in 1861. In Battery Rodgers, within the corporate limits but nearly half a mile below the wharves and populous portion of the city of Alexandria, there were two magazines, one twelve by thirty feet and the other twelve by eighteen feet interior dimensions. These were sunk entirely below the *terre plein*, and protected by a cover of earth seventeen and a half feet thick, armed with five 200-pounders.



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REMOVING POWDER FROM CONFEDERATE TORPEDOES

1864

In this photograph is one of the stations established for extracting powder from the torpedoes dredged up by the Federal gunboats in the James. When the activities of the Army of the Potomac centered about the James and the Appomattox in 1864 and 1865, it became the paramount duty of the coöperating navy to render the torpedo-infested streams safe for the passage of transports and supply vessels. The powder in these channels helped to guard Richmond from the Union gunboats. In the foreground sit two old salts discussing ways and means of rendering one of the deadly infernal machines harmless, while all about in this quiet nook lie remains of the dreaded submarine menaces that were constantly being placed in the channel by the Confederates.



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THE ENGINEER PHOTOGRAPHER BEFORE ATLANTA, 1864—A CAPTURED CONFEDERATE FORT



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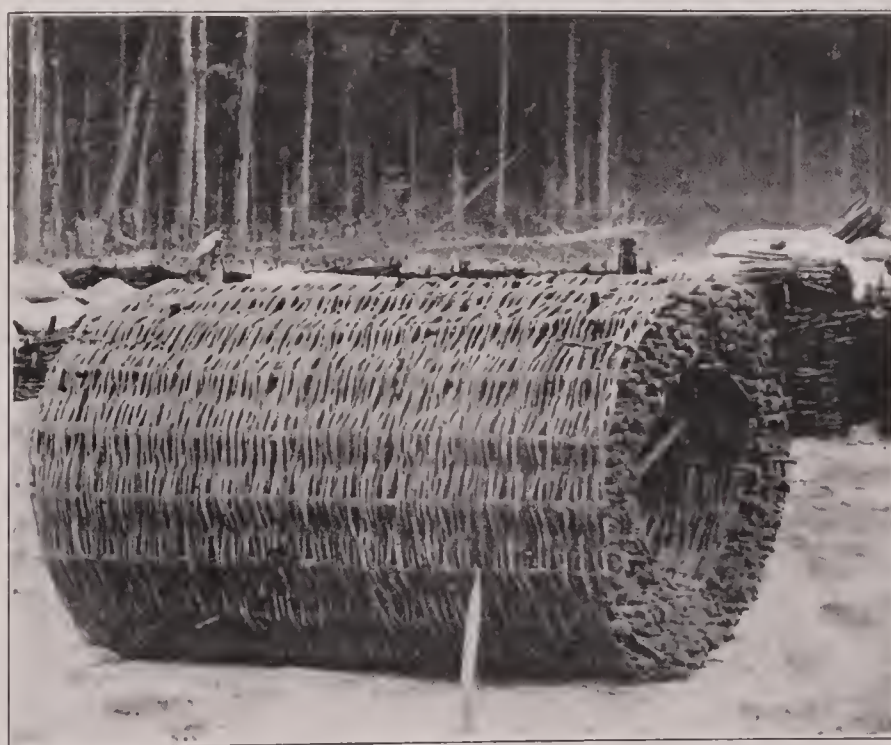
A CLOSER VIEW OF THE ENTANGLEMENTS ON MARIETTA STREET—CHEVAUX-DE-FRISE



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THE "SAP" AND THE "COONSKIN" TOWER AT VICKSBURG, 1863

In the center rises "Coonskin" Tower, a lookout and station for sharpshooters. It was built under the direction of Lieutenant Henry C. Foster of the Twenty-third Indiana Infantry. In honor of his raccoon-fur cap, the soldiers nicknamed him "Coonskin." The sap-roller, shown in the illustration below, was used for construction of a sap or trench extending toward the defenders' works in a siege. A famous sap appears in the upper photograph—that built by Logan's busy men, winding its way toward the strong redan of the veteran Third Louisiana Regiment on the Jackson Road. First a parallel is opened—that is, a trench is constructed parallel to the besieged entrenchments. From this are constructed several approaches, or saps, to enable an approach to be made under cover to a position where a second parallel may be. These are built in a zigzag direction, so that the defender cannot enfilade the trench, except when very close to the opposing works, when it is frequently necessary to approach directly. Here is where the sap-roller comes into play. It is rolled at the head of the trench in such a manner as to protect the workmen from their opponents' fire. It must therefore be thick enough to stop bullets. To construct a sap-roller in the form shown, two cylindrical baskets of the same length are made, a small one to form the interior wall, and a larger one for the outer wall.



A SAP-ROLLER READY FOR SERVICE



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A CONFEDERATE WATER BATTERY THAT DEFENDED VICKSBURG

The natural fortifications around Vicksburg rendered it well-nigh impregnable, and it was made completely so by S. H. Lockett, chief engineer of the defenses under General Pemberton. Only starvation finally reduced the beleaguered force. In two unsuccessful assaults thousands of Federal soldiers were shot down. An instance of the spirit in which Americans fight is related by Lieutenant Roswell Henry



CONFEDERATE WORKS BEHIND VICKSBURG

WHERE GRANT'S ARMY WAS HELD FOR OVER SIX WEEKS

Mason, who led his company of the Seventy-second Illinois Infantry into the city. The soldiers started in with three full days' rations in their haversacks. The gaunt and hungry Confederates lined the road on either side. "Hey, Yank, throw us a hard-tack," they called; or "Hey, Yank, chuck us a piece of bacon." When Mason's company halted in the city not a haversack contained a morsel of food.



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FEDERAL FORTIFICATIONS AT ALLATOONA PASS, GEORGIA

When Sherman's army passed this point—early in June, 1864—entrenching was becoming a fine art with the American armies. From the battle of New Hope Church, on May 25th, almost every advanced line on either side entrenched itself as soon as its position was taken up. Not to be outdone by their Western comrades, the great armies operating in Virginia also got down and “dug dirt.” In timber, huge logs were placed in position and covered with earth. Without timber, the parapets were often made as much as fifteen feet thick, to stop artillery fire. Even on the march the Western armies found time to make gabions of wattles with marvelous celerity.



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THE TYPICAL HEAD-LOG WITH SKIDS—SHERMAN'S DEFENSE BEFORE ATLANTA

If a shell drove back one of the head-logs in this photograph, it might crush and maim the soldiers in the trenches but for the skids cross the trenches. The head-log was placed on top of the earth parapet, with a space left under the log to permit the men to fire.



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THE LABORATORY FOR SMALL AMMUNITION AT RICHMOND

This photograph was taken the day the new flag of the Confederate States of America was thrown to the breeze on top of Libby prison. The entire supply of gunpowder in the Confederacy at the beginning of the conflict was scarcely sufficient for one month of active operations. Not a pound was being made throughout its limits. The comparatively small amount captured at the Norfolk navy-yard, with that on hand from other sources, was promptly distributed to the army gathering on the Potomac, to Richmond, Yorktown, Pensacola, Mobile, and New Orleans. Scarcely any remained for the force assembling under the command of General Albert Sidney Johnston in Kentucky. In the face of these difficulties, Colonel (later General) George W. Rains was given *carte blanche* to take charge of the manufacture of gunpowder. He established immense works in Augusta, Georgia. So extensive were they that at no time after their completion were they worked to their full capacity. They were never run at night. They satisfied in little more than two days the urgent call of General Ripley at Charleston for cannon-powder, to replace the twenty-two thousand pounds consumed during the action with the iron-clad fleet. The Richmond laboratory made 72,000,000 cartridges in three and a half years, nearly as much as the others in the Confederate States combined.



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CONSTRUCTING GABIONS FOR GRANT'S ATTACK ON PETERSBURG

The basket-like objects in this photograph are gabions. On the top of one row lie sand-bags. The soldier is seated on three short fascines, and in the background are some long fascines on another row of gabions. A gabion is a cylindrical basket with no bottom, which may be placed in a fortification and filled with earth. Gabions make an exceedingly strong defense, since the dirt remains even if the baskets are smashed. Thousands of gabions were used in the entrenchments of both attacking and defending forces at Petersburg. Fascines consist of small branches or twigs tied by wire or rope or thongs of some tough vine. They vary in length according to whether they are to be used in the construction of works or filling in a ditch. They hold the earth at a steeper slope than the natural slope when the earth is loose. Gabions are also useful for revetments from their perpendicularity; through sand-bags, a foot or two might be added to their height.



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CLOSER STILL TO THE ATLANTA FORT

PICKET FENCES TO STOP SHERMAN'S ATTACK

Picket fences with shaped and molded points, dangerous to the small boy's breeches in times of peace, have been utilized by the Confederates to delay Sherman's men for that fatal instant which loses many lives to a charging line. These seem proportionately as effective as the *chevaux-de-frise*, in the rear—logs pierced by sharpened spokes and the elaborate ditches and embankments, and palisades constructed in the works all about Atlanta. Historians have declared that no clear conception of Sherman's remarkable campaign to Atlanta can be had unless the difficult character of the country and the formidable nature of these artificial defenses are remembered. Practically every foot of the way from Ringgold to Atlanta was entrenched.



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MEN OF THE FIFTH GEORGIA

MORE THAN HALF THIS REGIMENT WAS KILLED AND WOUNDED AT THE BATTLE OF CHICKAMAUGA

Lounging beneath the Stars and Bars are eight members of an Augusta, Georgia, company—The “Clinch Rifles.” Their new paraphernalia is beautifully marked “C. R.” They have a negro servant. In a word, they are inexperienced Confederate volunteers of May, 1861, on the day before their company became a part of the Fifth Georgia Regiment. Pass to November, 1863; imagine six of the soldiers in the group lying dead or groaning with wounds, and but three unhurt,—and you have figured the state of the regiment after it was torn to shreds at the battle of Chickamauga. It was mustered in for twelve months at Macon, Georgia, May 11, 1861, being the last regiment taken for this short term. The Sixth Georgia and those following were mustered in for three years or the war. The Clinch Rifles were sent to garrison Pensacola, Florida, where General Braxton Bragg would occasionally come from his headquarters, eight miles away, to drill them. The ten companies were all from towns, or cities, and nicely uniformed, though each in a different style. This led Bragg to name them his “Pound Cake Regiment.” In July and August, 1862, the Fifth marched from Chattanooga, Tennessee, to Bardstown, Kentucky, thence to the eastern part of the State, and down through Cumberland Gap to Knoxville, 800 miles in all. It lost heavily in the battle of Murfreesboro. At bloody Chickamauga, September 19 and 20, 1863, its killed and wounded were more than 54 per cent. of the regiment—surpassed by few organizations in history. It suffered again at Missionary Ridge, and in the spring of 1864, when it stood against Sherman through the Atlanta campaign. The regiment fought on through the campaigns from Savannah, Georgia, up to North Carolina, and in the last combat at Bentonville, North Carolina. It surrendered at Greensboro, April, 26, 1865.



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OFFICERS OF A WESTERN FIGHTING REGIMENT—THE 36TH ILLINOIS

Of the Illinois regiments the Thirty-sixth fought in every important battle of the entire war in Western territory, and suffered in killed alone a loss of no less than 14.8 per cent., a figure exceeded among Illinois organizations only by the 14.9 per cent. of the Ninety-third. No Federal regiment lost as much as 20 per cent. killed and only 200 out of the 3,559 organizations as much as ten per cent. The Thirty-sixth Illinois lost 204 men out of a total enrollment of 1,376. These figures refer to deaths alone, excluding wounded and missing. At the battle of Stone's River, Tennessee, the regiment lost forty-six killed, 151 wounded, and fifteen missing, a total of 212. This was its heaviest blow in any one battle. It fought at Pea Ridge, an early engagement in the West, at Chaplin Hills, at the bloody battle of Chickamauga, and on the corpse-strewn slopes of Missionary Ridge. It fought under Sherman from Resaca to Atlanta, and when that general marched away on his expedition to the coast, the Thirty-sixth turned back to suffer its fourth largest loss in killed at the battle of Franklin, and to help Thomas crush Hood at the battle of Nashville. Such were the Western fighting regiments.

A REGIMENT
THAT LOST
14.8% IN
KILLED ALONE



ILLINOIS
INFANTRY
IN THE
WEST

OFFICERS OF THE 36TH ILLINOIS



THE REGIMENT THAT SUSTAINED THE GREATEST LOSS OF ANY IN THE UNION ARMY

In the assault on Petersburg, June 18, 1864, these boys from Maine, serving as infantry, sustained the greatest loss of any one regiment in any one action of the war. Before the site where Fort Stedman was subsequently built 635 men were killed and wounded out of nine hundred engaged, a loss of over seventy per cent. in seven minutes. Such slaughter has never been paralleled in any warfare, ancient or modern. Of all the regiments in the Union armies this regiment lost most during the four years. Twenty-three officers and 400 enlisted men were killed and mortally wounded, and two hundred and sixty died of disease. The First Maine Heavy Artillery was organized at Bangor, and mustered in August 21, 1862. It left the State for Washington on August 24th. This section of the tremendous regimental quota—eighteen hundred men—is drilling at Fort Sumner in the winter of 1863. The men little imagine, as they go skilfully through their evo-



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THE FIRST MAINE HEAVY ARTILLERY DRILLING IN FORT SUMNER, ON A WINTER'S DAY OF '63

lutions in the snow, that the hand of death is to fall so ruthlessly on their ranks. From the defenses of Washington they went to Belle Plain, Virginia, on May 15, 1864, as a part of Tyler's Heavy Artillery Division. Four days later, at Harris's Farm on the Fredericksburg Road, the first of their great disasters fell upon them. In this engagement their killed numbered eighty-two, their wounded 394, and their missing five. Less than a month later came the awful slaughter at Petersburg. The remnant of the regiment served until its fall, April 2, 1865. After taking part in the Grand Review at Washington and remaining in its defenses till September 11th, the organization was mustered out, and ordered to Bangor, Maine. On September 20, 1865, the survivors of this "fighting regiment" were mustered out. The Second Wisconsin Infantry lost a greater percentage in killed during its whole term—19.7 per cent. as against 19.2 per cent. in the First Maine.



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LEE IN RICHMOND AFTER THE WAR

The quiet distinction and dignity of the Confederate leader appears particularly in this group portrait—always a trying ordeal for the central figure. Superbly calm he sits, the general who laid down arms totally unembittered, and set a magnificent example to his followers in peace as he had in war. Lee strove after the fall of the Confederacy, with all his far-reaching influence, to allay the feeling aroused by four years of the fiercest fighting in history. This photograph was taken by Brady in 1865, in the basement below the back porch of Lee's Franklin Street house in Richmond. On his right stands General G. W. C. Lee, on his left, Colonel Walter Taylor. This is one of five photographs taken by Brady at this time. A second and third are shown on pages 65 and 69, a fourth on page 83 of Volume I, and a fifth on page 23 of Volume III.



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BEFORE THE MARCH TO THE SEA

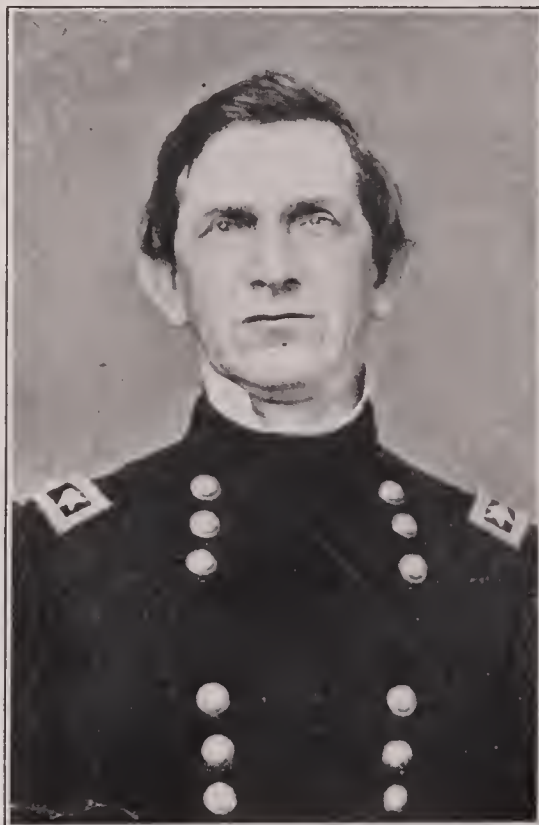
These two photographs of General Sherman were taken in 1864—the year that made him an international figure, before his march to the sea which electrified the civilized world, and exposed once for all the crippled condition of the Confederacy. After that autumn expedition, the problem of the Union generals was merely to contend with detached armies, no longer with the combined States of the Confederacy. The latter had no means of extending further support to the dwindling troops in the field. Sherman was the chief Union exponent of the tactical gift that makes marches count as much as fighting. In the early part of 1864 he made his famous raid across Mississippi from Jackson to Meridian and back again, destroying the railroads, Confederate stores, and other property, and desolating the country along the line of march. In May he set out from Chattanooga for the invasion of Georgia. For his success in this campaign he was appointed, on August 12th, a major-general in the regular army. On November 12th, he started with the pick of his men on his march to the sea. After the capture of Savannah, December 21st, Sherman's fame was secure; yet he was one of the most heartily execrated leaders of the war. There is a hint of a smile in the right-hand picture. The left-hand portrait reveals all the sternness and determination of a leader surrounded by dangers, about to penetrate an enemy's country against the advice of accepted military authorities.



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ARMY AND CORPS LEADERS WHO ENDED THE WAR IN THE NORTHWEST AND SOUTHWEST

As Sherman cut the southeastern Confederacy in two by his march to the sea, so Sheridan (center of group above) and Canby (shown below) wiped off the map the theaters of war in the northwest and southwest respectively. With Merritt and Torbert, and the dashing Custer, Sheridan swept the Shenandoah Valley. Canby, as commander of the military division of West Mississippi, directed the Mobile campaign of March-April, 1865, which resulted in the occupation by the Federals of Mobile and Montgomery. A raid by James H. Wilson (second from right) had prepared the way for this result. In May, 1865, Canby received the surrender of the Confederate forces under Generals R. Taylor and E. Kirby Smith, the largest Confederate forces which sur-



GENERAL EDWARD R. S. CANBY

rendered at the end of the war. The cavalry leaders in the upper picture are, from left to right: Generals Wesley Merritt, David McM. Gregg, Philip Henry Sheridan, Henry E. Davies, James Harrison Wilson, and Alfred T. A. Torbert. Wilson was given the cavalry corps of the military district of the Mississippi in 1865, and Torbert commanded the cavalry corps of the Army of the Shenandoah under Sheridan. These six great leaders are among the men who handled the Federal cavalry in its last days, welding it into the splendid, efficient, aggressive, fighting force that finally overwhelmed the depleted ranks of their Confederate opponents, Forrest and Wheeler in the West and Rosser, Lomax, Stuart, the two Lees and Hampton in the East.



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SHERMAN IN 1876

A SOLDIER TO THE END

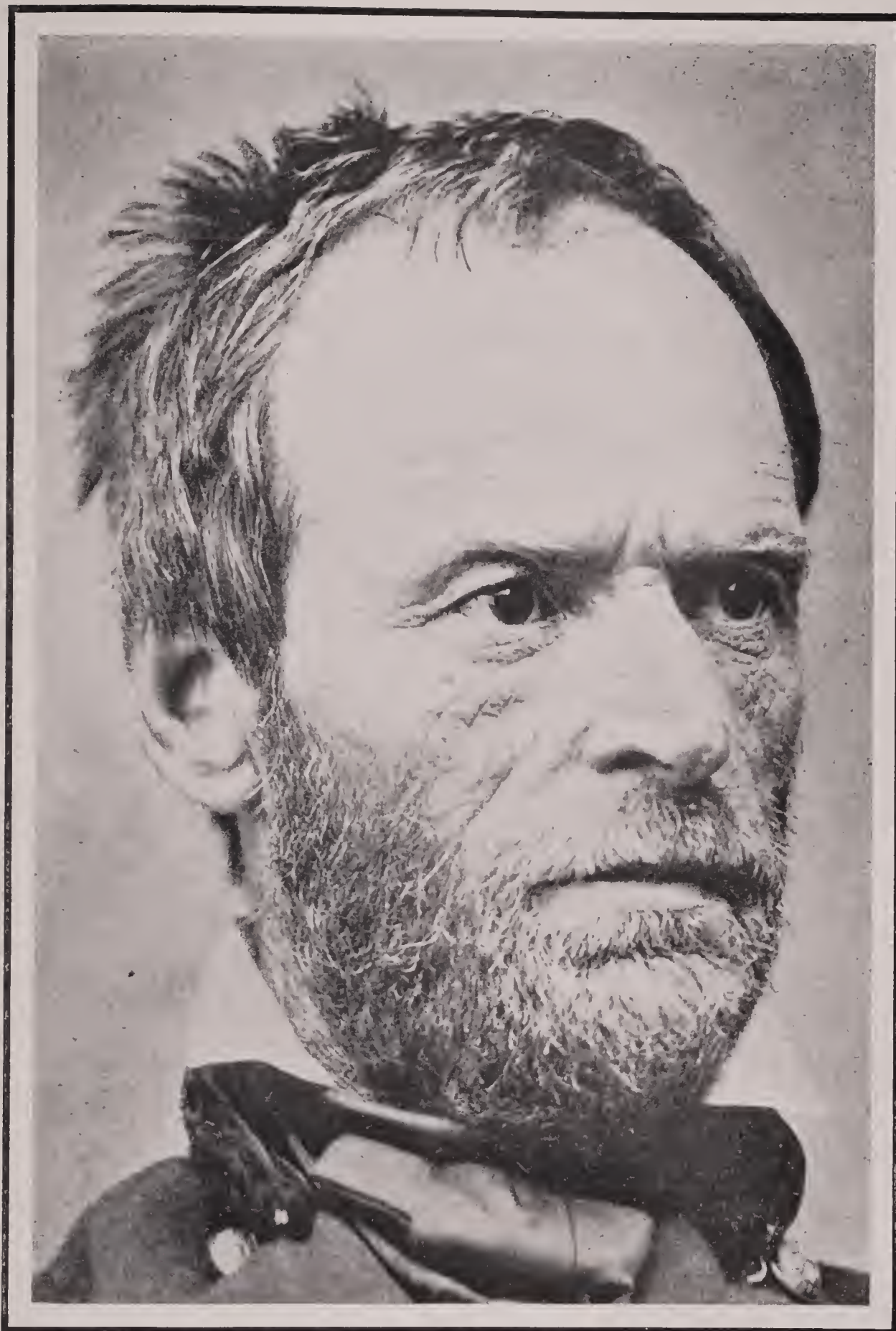
The tall figure of "Old Tecumseh" in 1876, though crowned with gray, still stood erect and commanding. Upon the appointment of Grant as full general, in July, 1866, Sherman had been promoted to the lieutenant-generalship. When Grant became President of the United States, March 4, 1869, Sherman succeeded him as general. An attempt was made to run him against Grant in 1872, but he emphatically refused to allow his name to be used. He retired from the army on full pay in February, 1884. Although he was practically assured of the Republican nomination for President that year, he telegraphed that he would not accept the nomination if given, and would not serve if elected. He spent his later years among his old army associates, attending reunions, making speeches at soldiers' celebrations, and putting his papers in order for future historians. He resolutely refused all inducements to enter the political arena, and to the end he remained a soldier.



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LEE IN 1865

The gray-haired man who wears his uniform with such high distinction is the general who had shown every kind of bravery known to the soldier, including the supreme courage to surrender his army in the field when he saw that further fighting would be a useless sacrifice of lives. This was a photograph taken by Brady, shortly before Lee left his home to become president of Washington University.



SHERMAN IN 1865

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If Sherman was deemed merciless in war, he was superbly generous when the fighting was over. To Joseph E. Johnston he offered most liberal terms of surrender for the Southern armies. Their acceptance would have gone far to prevent the worst of the reconstruction enormities. Unfortunately his first convention with Johnston was disapproved. The death of Lincoln had removed the guiding hand that would have meant so much to the nation. To those who have read his published correspondence and his memoirs Sherman appears in a very human light. He was fluent and frequently reckless in speech and writing, but his kindly humanity is seen in both.

MAJOR-GENERAL
WILLIAM T. SHERMAN
AND HIS GENERALS

This photograph shows Sherman with seven major-generals who "went through" with him—fighting their way to Atlanta, and marching on the famous expedition from Atlanta to the sea and north through the Carolinas to the battle of Bentonville and Johnston's surrender.

From left to right they are:

MAJOR-GENERAL
O. O. HOWARD
Commanding the Army of the
Tennessee

MAJOR-GENERAL
J. A. LOGAN
Formerly Commanding the
Army of the Tennessee

MAJOR-GENERAL
W. B. HAZEN
Commanding a Division in the
Fifteenth Army Corps

MAJOR-GENERAL
W. T. SHERMAN
Commanding the Military Division of the Mississippi

MAJOR-GENERAL
JEFF C. DAVIS
Commanding the Fourteenth
Army Corps

MAJOR-GENERAL
H. W. SLOCUM
Commanding the Army of
Georgia

MAJOR-GENERAL
J. A. MOWER
Commanding the Twentieth
Army Corps







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GRANT IN CHARACTERISTIC POSE, WITH HIS STAFF IN 1864

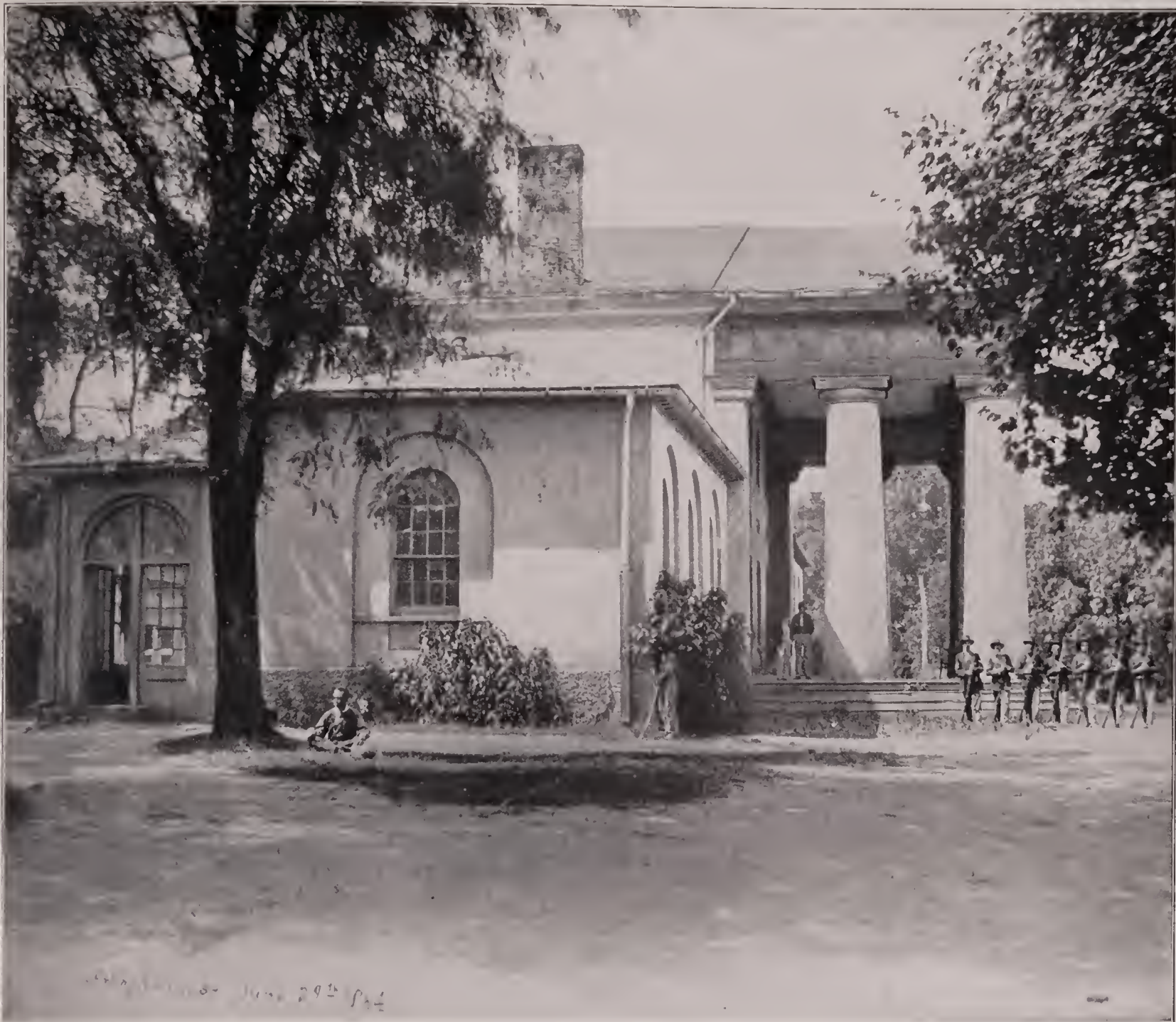
The indifferent attitude of the general-in-chief is most characteristic. Grant had begun the investment of Petersburg when this photograph was taken. Around him are the men who had followed him faithfully through the faith-shaking campaigns of the Wilderness. He never made known his plans for an advance to anyone, but his calm confidence communicated itself to all who listened to him. In the most critical moments he manifested no perceptible anxiety, but gave his orders with coolness and deliberation. At the left of the photograph sits General John A. Rawlins, who has foresworn his customary mustache and beard which the next picture shows him as wearing. He was first aide-de-camp to Grant, then assistant adjutant-general and chief of staff. Behind Grant, who stands in the center with one hand thrust carelessly into his pocket, sits Lieutenant Frederick Grant, later major-general in the United States Army. In front of Grant stands Colonel M. B. Ryan, and on the extreme right sits Colonel Ely S. Parker, military secretary, who was a full-blooded Indian, a grandnephew of the famous Red Jacket, and chief of the tribes known as the Six Nations.



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GRANT—ON HIS FIRST TRIP NORTH

The war is over. Grant has received in a magnanimous spirit, rarely paralleled in history, the surrender of Lee. Here he appears in Philadelphia on his first trip North after the war. His bearing is that of a man relieved of a vast responsibility, but with the marks of it still upon him. He is thinner than the full-chested soldier in the photograph taken in 1863, after the fall of Vicksburg. His dress is careless, as always, but shows more attention than when he was in the field. He looks out of the picture with the unflinching eyes that had been able to penetrate the future and see the wisdom of the plan that proved the final undoing of the Confederacy.



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LEE'S BOYHOOD PLAYGROUND

When Robert E. Lee came over from Alexandria as a boy, to play soldier in the gardens and grounds around this beautiful mansion overlooking the Potomac, he could hardly have thought of its occupation during his life-time by a hostile force determined to bend his native State to its will. When he was graduated from West Point in 1829 and proudly donned the army blue, he little imagined that thirty-two years later, after he had paced his room all night in terrible perplexity, he would doff the blue for another color sworn to oppose it. The estate about Arlington house was a fair and spacious domain. Every part of it had rung in his early youth and young manhood with the voice of her who later became his wife. He had whispered his love in its shaded alleys, and here his children had come into the world. Yet here stand men with swords and muskets ready to take his life if they should meet him on the field of battle. Arlington, once famous for its hospitality, has since extended a silent welcome to 20,000 dead. Lee's body is not here, but reposes in a splendid marble tomb at Washington and Lee University, where he ruled with simple dignity after the finish of the war.



1. COLONEL
HORACE
PORTER

3. COLONEL
T. S.
BOWERS

5. GENERAL
JOHN G.
BARNARD

7. GENERAL
U. S.
GRANT

9. GENERAL
SETH
WILLIAMS

11. COLONEL
ADAM
BADEAU



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2. COLONEL
WILLIAM
DUFF

4. COLONEL
J. D.
WEBSTER

6. GENERAL
JOHN A.
RAWLINS

8. GENERAL
M. R.
PATRICK

10. GENERAL
RUFUS
INGALLS

12. COLONEL
E. S.
PARKER

MEN ABOUT TO WITNESS APPOMATTOX

No photographer was present at Appomattox, that supreme moment in our national history, when Americans met for the last time as foes on the field. Nothing but fanciful sketches exist of the scene inside the McLean home. But here is a photograph that shows most of the Union officers present at the conference. Nine of the twelve men standing above stood also at the signing of Lee's surrender, a few days later. The scene is City Point, in March, 1865. Grant is surrounded by a group of the officers who had served him so faithfully. At the surrender, it was Colonel T. S. Bowers (third from left) upon whom Grant called to make a copy of the terms of surrender in ink. Colonel E. S. Parker, the full-blooded Indian on Grant's staff, an excellent penman, wrote



GRANT BETWEEN RAWLINS AND BOWERS

out the final copy. Nineteen years later, General Horace Porter recorded with pride that he loaned General Lee a pencil to make a correction in the terms. Colonels William Duff and J. D. Webster, and General M. R. Patrick, are the three men who were not present at the interview. All of the remaining officers were formally presented to Lee. General Seth Williams had been Lee's adjutant when the latter was superintendent at West Point some years before the war. In the lower photograph General Grant stands between General Rawlins and Colonel Bowers. The veins standing out on the back of his hand are plainly visible. No one but he could have told how calmly the blood coursed through them during the four tremendous years.



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GRANT IN 1865—THE ZENITH OF HIS CAREER

Behind Grant in 1865 lay all his victories on the field of battle; before him the highest gift within the power of the American people—the presidency. He says in his memoirs that after Vicksburg he had a presentment that he was to bring the war to a successful end and become the head of the nation. Grant's sturdy, persistent Scottish ancestry stood him in good stead. He was a descendant of Matthew Grant, one of the settlers of Windsor, Connecticut, in 1635, and a man of much importance in the infant colony. His American ancestors were fighting stock. His great-grandfather, Noah Grant, held a military commission in the French and Indian War, and his grandfather, also named Noah, fought in the Revolution. Henry Ward Beecher summed up the causes of Grant's meteoric rise from store clerk in 1861, to president in 1869, as follows: "Grant was available and lucky." His dominant trait was determination.



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“LEE WAS ESSENTIALLY A VIRGINIAN”

Old Christ Church at Alexandria, Virginia. The church attended by both Washington and Lee calls up associations that explain the reference of General Adams. In 1811, at the age of four, Robert E. Lee removed from Westmoreland County to Alexandria, which remained his home until he entered West Point, in 1825. During these years he was gaining his education from private tutors and devoting himself to the care of his invalid mother. Many a Sunday he passed through the trees around this church, of which Washington had been one of the first vestrymen, to occupy the pew that is still pointed out to visitors. The town serves to intensify love of Virginia; here Braddock made his headquarters before marching against the French, in 1755, with young George Washington as an aide on his staff; and here on April 13th of that year the Governors of New York, Massachusetts, Pennsylvania, Maryland, and Virginia had met, in order to determine upon plans for the expedition. In the vicinity were Mount Vernon, the estate of Washington, and Arlington, which remained in the family of Washington's wife. The whole region was therefore full of inspiration for the youthful Lee.



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ARLINGTON, THE HOME OF LEE, FROM THE GREAT OAK

The beautiful estate by the Potomac came to General Lee from the family of George Washington. While Lee, as a boy and youth, lived in Alexandria he was a frequent caller at the Arlington estate, where Mary Lee Custis, the only daughter of George Washington Parke Custis, was his companion and playfellow. Before he had completed his course at West Point the friendship had ripened into love and the two became engaged. Her father is said to have considered her entitled to a more wealthy match than young Lee, who looked forward to a career in the army. But in 1831, two years after his graduation, the ceremony was performed and on the death of Custis in 1857, the estate passed into the possession of Robert E. Lee as trustee for his children. The management had already been in his hands for many years, and though constantly absent on duty, he had ordered it so skilfully that its value steadily increased. On the outbreak of the Civil War and his decision to cast in his lot with Virginia, he was obliged to leave the mansion that overlooked the national capital. It at once fell into the hands of Federal troops. Nevermore was he to dwell in the majestic home that had sheltered his family for thirty years. When the war was over, he gave the Pamunkey estate to his son Robert and himself retired to the quiet, simple life of Lexington, Virginia, as president of the institution that is now known, in his honor, as Washington and Lee University.



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THE GERM OF THE "G. A. R." IDEA

William W. Silkworth, of Long Branch, New Jersey, a veteran who had an opportunity to inspect some of the pictures reproduced in the PHOTOGRAPHIC HISTORY, recognized this group as Company B, 170th Regiment, New York Volunteers. "You cannot appreciate or understand fully my amazement and joy in the discovery," he wrote to the editors. "There right in the front of the picture sits my brother playing cards (You will note that he is left handed. We laid him away in front of Petersburg). With him is John Vandewater, Geo. Thomas and Wash. Keating. There is Charlie Thomas and all the rest as true as life. With the exception of two, I have not seen any of the boys for thirty years." It was at such moments as this, when the Federal soldiers played games and chatted and became



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UNION RESERVES ON PICKET DUTY

acquainted, that the organization was being evolved which has grown into a leading national institution since its formation at Deatur, Illinois, on April 6, 1866. Between the men who had fought and marched and suffered together, who time out of mind had shared their last crust and saved each others' lives, who had nursed each other and cheered each other on when another step forward seemed to mean certain death, there arose a great love that extended to the widows and orphans of those whose dying words they had heard on the field of battle. Ever since that time the organization has lent assistance to those reduced to need by the inexorable war. It admits to membership any soldier or sailor of the United States Army, Navy or Marine Corps, who served between April 12, 1861, and April 9, 1865.



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DEFENDERS OF LONG BRIDGE—A BATTERY DRILL

The little boy on the corner is not looking at the cannoneers. Real soldiers and 12-pounder Napoleon field-guns are no novelty to him by now. He is staring at something really new in the summer of '64—the camera. He finds the curious looking box vastly more interesting. The soldiers stationed at the Virginia end of Long Bridge were “caught” by the pioneer photographer at drill. They are in correct position ready for action. The duty of the soldiers with the long swabs on the right of the guns near the muzzle is to sponge them out, and to ram home the new charge. The men on the left near the muzzle place the charge in the gun. The men on the right, back of the wheel, cover the vents until the charge is rammed home. The men on the left, back of the wheel, have duties more complex. They prick the cartridge, insert a friction primer attached to a lanyard, step back, and at the order: “Fire!” explode the primer. Still further to the left of the guns stand the sergeants who are chiefs of pieces. The men behind the limbers cut the fuses for the length of time required and insert them in the shell. It is the duty of the men at their left to carry the charge from the limber and deliver it to the loaders who place it in the gun. Finally, the corporals directly behind the cannon are the gunners who sight the pieces. The remainder are to help prepare and bring up the ammunition from the limber, and to take the places of any disabled. All this is familiar to their companions lounging about the hotel. The time is evidently summer. The boy is barefoot, and the trees are in full bloom.



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COMPLETING THE BARRICADE AT ALEXANDRIA

When Brigadier-General Herman Haupt was put in charge of all the railroads centering in Washington in 1861 his first care was to safeguard them as far as possible from the destructive Confederate raiders. He built a stockade around the machine shops and yard of the Orange & Alexandria Railroad, with block-houses at the points most vulnerable to raiders. The citizens of Alexandria, terrified by their exposed position across the Potomac close to the battlefield of Bull Run, entrenched themselves as best they could, before the great forts about them were completed. The lower view is



A STOCKADE IN THE STREET

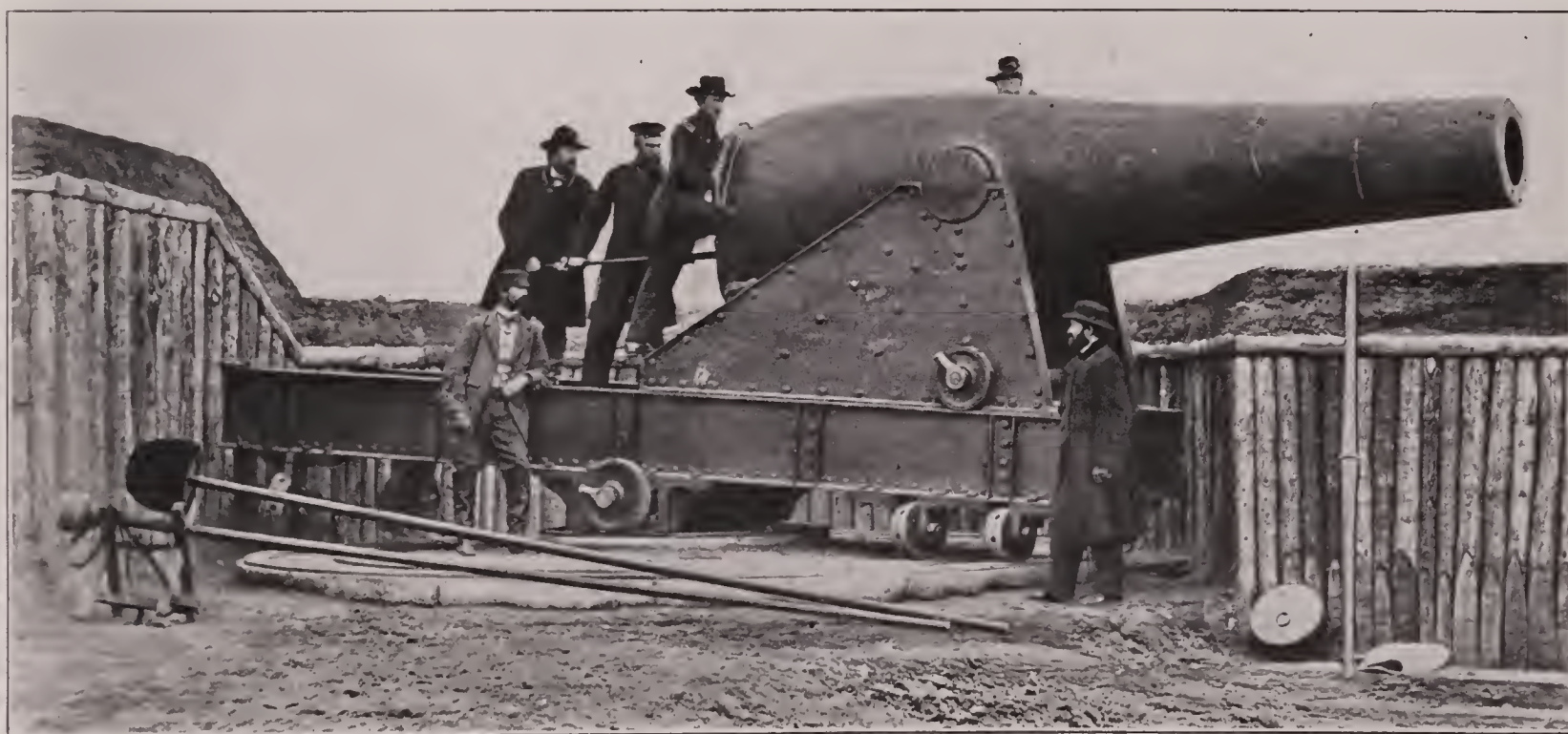
looking up Duke Street from Pioneer Mill. The heavy stockade, inside the city, suggests how acute were the apprehensions of its inhabitants. The barrier is solid enough to stop a cavalry charge, with the big gates closed. A couple of field pieces, however, could batter it down in short order. Later in the war, such stockades as this would have been built with twenty-five feet of earth banked up in front of them. After the hurried preparations shown in the photograph, the tide of war rolled away into southern Virginia. The stockade for a while remained as a memento of a passing fear.



BATTERY
RODGERS

ITS
15-INCH GUN

Battery Rodgers, about half a mile from the southern outskirts of Alexandria, overlooked the Potomac and the mouth of Hunting Creek. Its site was a bluff rising about twenty-eight feet above high water. It was armed with five 200-pounder Parrott guns and a 15-inch Rodman smooth-bore, emplaced in pairs. The parapet was twenty-five feet thick. The 15-inch Rodman gun visible above the bomb-proofs, can be studied below closer at hand. This monster of its time became possible through the discoveries made by Captain Rodman, of the United States Ordnance Department. It is mounted on a center-pintle carriage—that is, the tracks carrying the carriage are completely circular, and the pivot on which it revolves is under the center of the carriage. The timber revetment of the interior slope of the parapet affords greater protection to the garrison; the men can stand close to the wall, and are less apt to be struck by high-angle fire. In the foreground are the entrances to the bomb-proofs, guarded by two sentries who accommodatingly faced the camera.





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SOLDIERS BY THE UPPER PONTOON BRIDGE AT DEEP BOTTOM—JAMES RIVER, 1864

To construct a pontoon bridge the first boat launched was rowed downstream a short distance. The anchor was let go. Its rope was then paid out sufficiently to drop the boat down into position. A second anchor was dropped a short distance down-stream, if the current proved irregular. The second boat was placed in position by the same process. Then the sills of the bridge, called "balk," could be placed across by floating the second boat alongside the first, placing the ends of the balk, usually five in number, across the gunwale, and then shoving the boat into position by pushing on the inner ends of the balk. These ends had heavy cleats so that they could be engaged over the further gunwale of each boat. The

third boat was then placed in position by repeating the process. Then the "chess" layers commenced. The "chess" were the boards forming the flooring of the bridge. After the floor was laid the side rails, visible on the top of the flooring, were laid, and

lashed to the balk through slits which were left between the boards for that purpose. This stiffened the whole structure and held the floor in place. Usually an upstream anchor was necessary on every boat, and a downstream anchor on every second or third. The floor of the bridge was usually covered with earth or straw to deaden the sound and preserve the chess. In these two photographs the engineers are just completing a bridge across the James.



THE GROUP SHIFTS—THE SENTRY RETURNS



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WHEN IT WAS JUST A QUESTION OF TIME BEFORE PETERSBURG

It was an unexpected "war-time scene" before the cottage of Colonel Nathaniel Michler of the Engineer Corps at Brant House, near Petersburg. It recalls the prelude to Tennyson's "Princess," and the boy telling of the Christmas vacation in his deserted college halls, who "swore he long'd at college, only long'd, all else as well, for she society." How much more must the boys around Petersburg, some of whom had not seen their womenkind for three years or more, have longed for their presence and all the sweetness and daintiness and gentleness that it implied. It was only a question of time now when stoutly defended Petersburg would succumb before the vigor of the Northern assault. Now and again an officer was fortunate enough to receive a visit from his wife, or, as this picture proves, even from his little boy. The neat cottage shows with what success the Engineer Corps could turn from entrenching to the more gentle art of domestic architecture.



ALL DONE BUT
THE DRAW

SPANNING THE
TENNESSEE
RIVER



WORK OF
THE WESTERN
ENGINEER CORPS

AFTER
THE BATTLES
AT CHATTANOOGA



THE DRAW IN
PLACE

A SPAN TO BE
PUT UP OR
DOWN



TESTING
THE FRAMING
AND PULLEY-ROPES

(BELOW)
READY FOR
A MARCHING ARMY



MAP-MAKING FROM PULPIT ROCK, LOOKOUT MOUNTAIN

The tripod signal in the background was erected by Captains Dorr and Donn, of the United States Coast Survey, in the triangular survey of the triple battlefield for making the official maps. In the West, the operations of the Federal engineers shed luster on their corps. Seventeen field and subaltern officers served constantly in the Western Federal armies; and though they had no regular engineer troops under them, the volunteers who received training from



A TRIPOD FOR SURVEYING THE BATTLEFIELD

these officers proved their worth. The army under Sherman had with it nine able engineers under Captain O. M. Poe, under whose supervision a number of the photographs which are reproduced in this work were taken. He fortified many strategic points, made surveys and issued maps, reconnoitered the positions of the enemy, and managed the pontoon-bridge service. Captain Poe was a trained engineer officer, a graduate of West Point. He was commissioned as brigadier-general of volunteers and brevetted brigadier-general of the regular army.



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THE ENGINEERS IN KENTUCKY—HEADQUARTERS AT CAMP NELSON

In the West, Forts Henry and Donelson and Vicksburg are names that are held in memory as demonstrating the high achievements of the Engineer Corps. Its labors at Chattanooga, under Colonel Merrill, rendered that important position impregnable. The work at Knoxville likewise withstood terrific onslaught. At Nashville the skill of the engineers enabled General Thomas to take his stand until he was ready to move against Hood. Throughout the Atlanta campaign Sherman showed implicit confidence in his engineers.



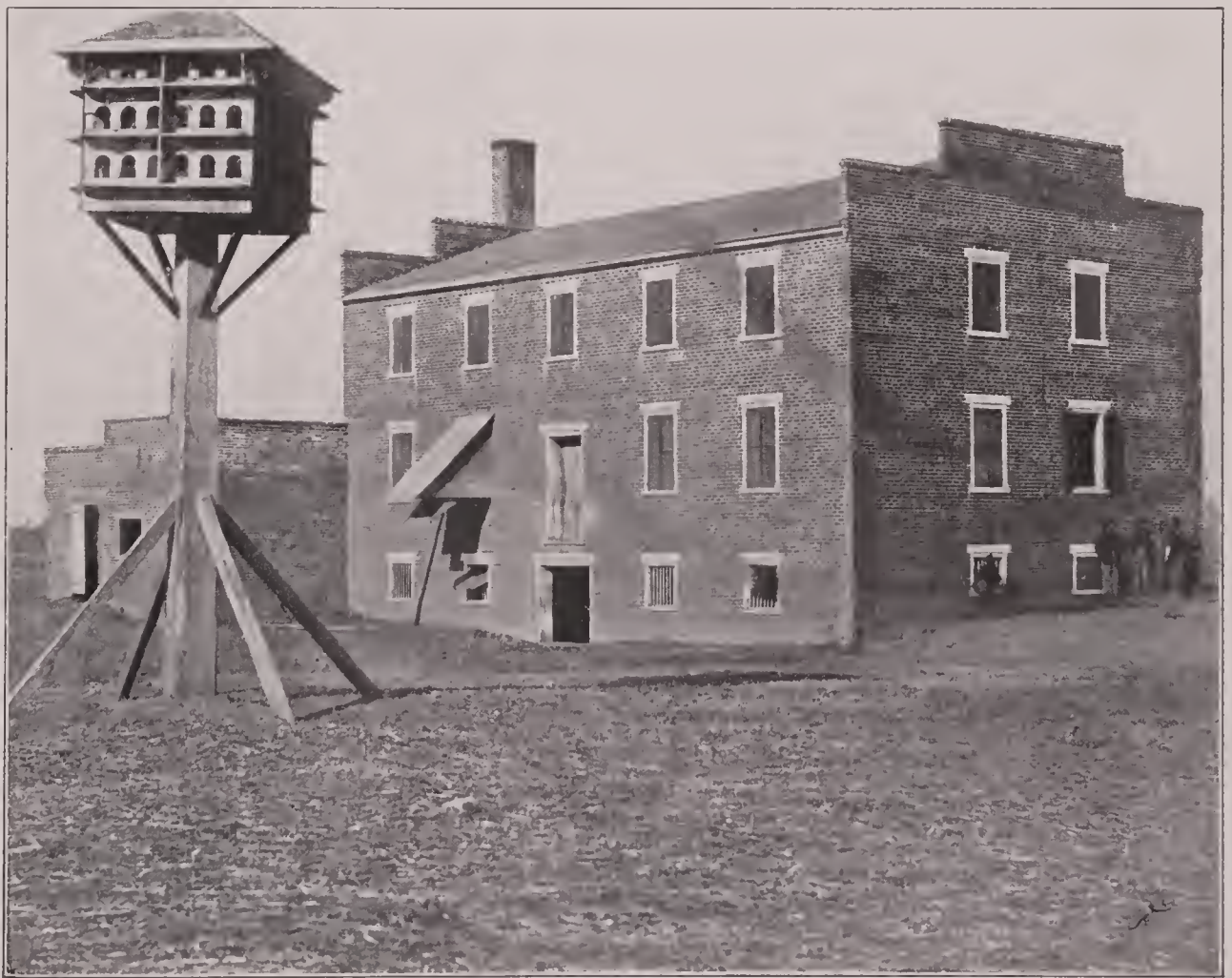
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AIKEN'S HOUSE IN 1864

A GLAD SIGHT FOR THE PRISONERS

On top of the gentle slope rising from the river at Aiken's Landing stands the dwelling of A. M. Aiken, who gave the locality his name. For a short time in 1862 Aiken's Landing, on the James River just below Dutch Gap, was used as a point of exchange for soldiers captured in the East. Many prisoners from the Eastern armies in 1862 lifted their tired eyes to this comfortable place, which aroused thoughts of home. There was not likely to be any fighting in a locality selected for the exchange of prisoners, and in this photograph at least

there are women and children. At the top of the steps stands a woman with a child leaning against her voluminous skirts, and a Negro "mammy" with a large white apron stands on the other side of the pillar. Some Union officers are lounging at the near end of the porch. The mill shown in the lower photograph was owned by Mr. Aiken. His rude wharf stretching out into the river enabled the neighboring farmers to land their corn, which they brought to be ground. The structure in the front is a martin-box, a sight common in the South to-day. Martins are known to be useful in driving hawks away from poultry-yards.



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THE MILL NEAR AIKEN'S LANDING



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HOSPITAL WARD IN CONVALESCENT CAMP AT ALEXANDRIA

This is where thousands of fortunate soldiers got well from their wounds. When the regiments marched away to the front, their barracks and other available buildings were turned into improvised hospitals. Where the intended capacity was exceeded, tent wards were often pitched to supply the deficiency. Generally, however, other buildings were taken over to provide for the surplus wounded. These offshoots themselves were frequently forced to enlarge and, for facility of administration, were detached from the parent institution. For instance, in the middle of December, 1864, there were sixteen such institutions within the corporate limits of the city of Washington alone, and a total of twenty-five, with an aggregate bed capacity of 21,426, almost within cannon-shot of the Capitol. On this same date there were 187 general hospitals in operation, scattered all over the country from New England to New Orleans and from the Missouri to the Atlantic, and having the enormous total capacity of 118,057 beds, of which but 34,648 were then vacant.



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EVENING MUSIC AT PLEASANTON'S HEADQUARTERS, AUBURN, 1863

FIELD MUSIC

The fife and drum corps became the chief dependence of the regimental commanders for music as the fighting wore on. They remained with the army to the end, and sounded all the "calls." They served under the surgeon. A cheerful bit of music is an inspiring thing to a tired column of soldiers on a long day's march or before a danger-



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THE MUSIC THAT STAYED WITH THE SOLDIERS—TALTY'S FIFERS AND DRUMMERS

ous foe. General Sheridan recognized the value of this stimulus to the men, and General Horace Porter records that as late as March 30, 1865, he encountered one of Sheridan's bands under heavy fire at Five Forks, playing "Nellie Bly" as cheerfully as if it were furnishing music for a country picnic. The top photograph shows one of the cavalry bands at Auburn, in the fall of 1863. The frayed trousers of the band below show hard service.



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A BAND THAT HAD SEEN SERVICE, NEAR FAIRFAX, 1863



MATTHEW B. BRADY UNDER FIRE IN THE WORKS BEFORE PETERSBURG

Shells were flying above the entrenchments before Petersburg at the time the photograph above was taken—June 21, 1864—but so inured to this war-music have the veterans become that only one or two of them to the right are squatting or lying down. The calmness is shared even by Brady, the indomitable little photographer. He stands (at the left of the right-hand section above) quietly gazing from beneath the brim of his straw hat—conspicuous among the dark forage caps and felts of the soldiers—in the same direction in which the officer is peering so eagerly through his field-glass. Brady appears twice again in the

[Brady]





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UNION SOLDIERS IN THE JUST DESERTED CONFEDERATE CAMP AT FREDERICKSBURG

The camera has caught a dramatic moment in the period of Thompson's "Music in Camp." It is May 3, 1863, and Sedgwick has carried the heights of Fredericksburg, impregnable to six assaults in December. One who was present reported: "Upon reaching the summit of the sharp hill, after passing through the extensive and well-wooded grounds of the Marye house, an exciting scene met the eye. A single glance exhibited to view the broad plateau alive with fleeing soldiers, riderless horses, and artillery and wagon-trains on a gallop." As no cavalry was at hand, the troops that carried the heights, "exhausted by the night march, the weight of several days' rations and sixty rounds of ammunition, and by the heat, fatigue, and excitement of battle, were allowed to halt for a short time. Many were soon asleep, while others made coffee and partook of their first meal that day." Captain A. J. Russell, the Government photographer who followed the army in its movements, dated this picture, May 3d, the very same day. The soldiers so confident in the picture were obliged to retreat across the Rappahannock, where, in a week or so, Thompson imagines the events of "Music in Camp" to take place. In a month these men were to fight the decisive battle of the war—Gettysburg.



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“WHERE RAPPAHANNOCK’S WATERS RAN DEEPLY CRIMSONED”

These two views, the lower being the right half of the panorama, are a truly remarkable illustration of Thompson’s lines. “Taken during the battle of May 3, 1863” is the legend written on the print by the Government photographer, Captain A. J. Russell. In the early morning of that day, Gibbon had crimsoned the stream at this point in crossing the river to cooperate with Sedgwick to attack the Confederate positions on the heights of Fredericksburg. When this picture was taken, Sedgwick was some nine miles away, fighting desperately along a crest near Salem Chapel, from which he was at length driven slowly back through the woods. Sedgwick held his ground through the next day; but on the night of May 4th he recrossed the Rappahannock, this time above Fredericksburg, while the Confederate batteries shelled the bridges over which his troops were marching. The waters were indeed “crimsoned by battle’s recent slaughters.” To the right in the lower half of the panorama are the stone piers of the bridge in the telephoto picture on the next page.



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PANORAMA (WITH PICTURE ABOVE) OF FREDERICKSBURG FROM LACY HOUSE

THE MOST FAMOUS OF
AMERICAN NAVAL OFFI-
CERS AND ONE OF HIS
MOST DARING FEATS

In his admiral's uniform, "Dave" Farragut might contrast with pride his start in life, in an obscure Tennessee town at the opening of the century. The son of a veteran of the Revolutionary War, he early entered the navy, and while yet a lad of thirteen took distinguished part in the battle between the *Essex* and the British vessels, *Phæbe* and *Cherub*. After cruising all over the world, he was stationed, at the opening of the Civil War, in the navy-yard in Norfolk, Virginia. Though bound to the South by birth and strong family ties, he remained in the national service without wavering. His capture of New Orleans in April, 1862, when he ran by two forts



"DARING DAVE FARRAGUT"

TO ILLUSTRATE MEREDITH'S POEM OPPOSITE

under terrific fire and worked havoc in a Confederate fleet of thirteen vessels, is one of the most thrilling actions in naval warfare. Its importance to the Federal cause lay in the opening of the port of New Orleans and securing control of the lower Mississippi. Farragut was of service to the army in opening the whole river and thus cutting the Confederacy in two. The closing of Mobile Bay in August, 1864, was another daring exploit. He had long planned to attack the forts at the entrance of the bay, but not till August was the necessary fleet ready. The battery pictured below was one of the features to be reckoned with. Here at the water's edge the Confederates mounted seven guns. During the engagement the gunners were driven from their posts again and again by the broadsides of the fleet, only to return with fresh men—but in vain.



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THE CAPTURED WATER BATTERY AT FORT MORGAN, 1864



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“ON THE SLOPES OF SHILOH FIELD”

PITTSBURG LANDING—A FEW DAYS AFTER THE BATTLE

By the name of “Pittsburg Landing,” this Tennessee River point, Southerners designate the conflict of April 6 and 7, 1862. The building upon the left and one farther up the bank were the only ones standing at the time of the battle. Of the six steamers, the name of the *Tycoon*, which brought hospital supplies from the Cincinnati branch of the Sanitary Commission, is visible. Johnston’s plan in the attack on the Federal forces was to pound away on their left until they were driven away from the Landing and huddled in the angle between the Tennessee River and Snake Creek. The onset of the Confederates was full of dash. Sherman was at length driven from Shiloh Church, and the command of Prentiss was surrounded and forced to surrender. It looked as if Johnston would crush the left. Just at this point he was struck down by a minie-ball from the last line of a Federal force that he had victoriously driven back. The success of the day now begins to tell on the Confederate army. Many of the lines show great gaps. But the men in gray push vigorously toward the point where these boats lie anchored. Some heavy guns are massed near this point. Reënforcements are arriving across the river, but General Beauregard, who succeeds Johnston in command, suspends the battle till the morrow. During the night 24,000 fresh troops are taken across the river by the transports here pictured. They successfully withstand the attempt of Beauregard, and with the arrival of Lew Wallace from up the river victory shifts to the Stars and Stripes.



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ON DANGEROUS DUTY—OFFICERS ON THE "PHILADELPHIA"

This river vessel was early pressed into service for one of the most important and dangerous performances of the navy in the war. After Virginia seceded, the Confederates promptly removed all lightships and buoys from the Potomac, completely cutting off Washington from the North. Selected by ballot of a board made up of the chiefs of departments at Washington, Lieutenant Thomas Stowell Phelps was entrusted as an officer "skilled in surveying" with the perilous task of resurveying the channel and replacing guiding marks. He was given the armed tender "Anacostia" and the "Philadelphia" for this work. Four 12-pound army field-pieces were mounted at either end of the latter vessel and covered with old canvas to conceal them. The crew and a company of the Seventy-first New York were kept carefully concealed below, while on the deck Phelps stood fearlessly at work. Near Aquia Creek it was particularly important that the river should be surveyed. Phelps ran boldly up under the guns of the Confederate batteries and worked for two hours, with the Confederate gunners, lock-strings in hand, plainly visible. Years afterward Colonel Wm. F. Lynch, C. S. A., who commanded the battery, explained that he had not given the order to fire because the "Philadelphia" seemed to him to be "the property of some poor devil who had lost his way and from her appearance was not worth the powder." The "Philadelphia" was also flagship in the expedition, March 13-14, 1862, to Albemarle Sound, North Carolina, where Commodore S. C. Rowan invaded the Southern inlets.



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AN EARLY DEFENDER OF THE MISSISSIPPI
THE CONFEDERATE GUNBOAT
"GENERAL BRAGG"

Early in the war, at the suggestion of two Mississippi River steamboat captains, J. E. Montgomery and J. H. Townsend, fourteen river-steamers were seized by the Confederate Government. Their bows were plated with one-inch iron, and pine bulwarks and cotton-bales were used to protect their machinery. They were organized into the river-defense fleet. The "General Bragg," side-wheel steamer, with seven others of these vessels, was stationed below Fort Pillow, under command of J. E. Montgomery, while Flag-Officer Foote was annoying Fort Pillow with his mortar boats. Seizing their opportunity on the hazy morning of May 10, 1862, the Confederate vessels moved up the river, bent on breaking up Foote's mortar-boat parties. The "General Bragg," under command of William H. H. Leonard, steaming far in advance of her con-



sorts, surprised the "Cincinnati" before the rest of the Federal fleet could come to her assistance. In the attack the "General Bragg" received a full broadside from the "Cincinnati," which disabled her and put her out of the action, but not until she had rammed the Federal gunboat, tearing a great hole in her side and flooding her shell-room. She was towed to the shore and sank in eleven feet of water. The career of this Confederate river-defense flotilla was brief, however, for on the 6th of June, when Charles Ellet's rams had been added to the fleet of the Federals in the engagement off Memphis, the Confederate fleet was put out of commission. This picture of the "General Bragg" was taken after she had been raised and refitted by the Federals and added to Porter's fleet on the Mississippi, where she served creditably till the war's close.



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THE OUTLYING NAVY-YARD—HILTON HEAD, 1862

These scenes show the activities that sprang up around Hilton Head after the success of the Port Royal expedition. The picture above is of the foundry shop erected by the Federals. Here hundreds of mechanics were kept constantly employed, repairing the iron work needed aboard the gunboats and doing work for which the ships otherwise would have had to go North. The central picture shows the anchor rack, where were kept all sizes of anchors from the small ones used for mooring buoys to those of the largest ships. In the early part of the war hundreds of anchors were



THE ANCHOR RACK

lost to the navy by ships slipping their moorings to stand off-shore in bad weather. Later the employment of long heavy deep-sea cables obviated this necessity, enabling ships to ride out gales. Not a single vessel of the regular navy foundered or was wrecked during the whole war. One of the first things done by the Federal authorities after gaining a foothold at Hilton Head was to replace all buoys and lights. In the lower picture one of the monitors is convoying the new lightship that was sent down from the North to replace the one removed, at the outbreak of hostilities, by the Confederates.



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MONITOR AT PORT ROYAL CONVOYING LIGHTSHIP



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THE "SABINE," THE FIRST BLOCKADER IN THE SOUTH ATLANTIC

The towering masts of this fine sailing frigate arrived in Pensacola Harbor on April 12, 1861, the day Fort Sumter was fired upon. With the "Brooklyn," she landed reinforcements at Fort Pickens. On May 13th, Captain H. A. Adams of the "Sabine" issued notice of the blockade at Pensacola, the first Atlantic port to be thus closed. The "Sabine," like her prototypes, the "United States" and the "Constitution," mounted 44 guns. She sailed on the expedition to Paraguay in 1858-9, and became one of the first ships of the old navy to see active service in the Civil War. She served in Admiral Du Pont's squadron on the expedition to Port Royal in November, 1861. Her commander on that expedition was Captain Cadwalader Ringgold. It was largely due to the heroic efforts of his officers and crew that 650 marines were saved from drowning when the transport "Governor" foundered on the 3d. In February, 1862, when the "new-fangled" "Monitor," the latest "Yankee notion" in war vessels, was going begging for officers and men, a crew was at last formed largely of volunteers from the "Sabine." Of such stuff were made the tars of the old American sailing-ships of war



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MESSENGERS FROM THE CZAR OF RUSSIA

Here again the reader is introduced to some guests of the North—the officers of one of the little fleet that put into the Hudson and paid visits along the coast. It was not the Russian people at large who showed any friendliness to the United States during the Civil War; they knew little, cared less, and were not affected by the results of the conflict more than if it had been waged between two savage tribes in the heart of Africa. It was the Czar, for reasons of state or for his own purposes—which are much the same thing—who made the friendly overtures. Still smarting from the crushing disaster of the Crimea, where England, France, and Sardinia had combined to aid the hated Turk in keeping the Russians from the Bosphorus and the Mediterranean, the Czar would have given a great deal to have seen the “Trent” affair open hostilities between America and the mother country. Great Britain then would have its hands full in guarding its own shores and saving its Canadian possessions. The eyes of Napoleon III. were directed westward also at this time. King Victor Emmanuel, of Sardinia, who in '61 had had placed on his head the crown of United Italy, was trying to juggle the disjointed states of his new kingdom into harmony. Besides this, the Czar had unproductive land to sell—Alaska. It was Russia's chance. This friendship was in the game of diplomacy. But different from what Russia expected was the attitude of England.



LEARNING NEW LESSONS—THE NAVAL ACADEMY CLASS OF '66

The faces of the graduates of '66, and the view below of part of the Naval Academy grounds at Annapolis, taken in 1866, are the evidence of the peace-footing to which the institution has been restored within a year. The cadets and instructors have returned from Newport in 1865 and resumed their old quarters, from which they had been precipitately driven by the first Confederate move on Washington. The grand veteran "Constitution," the "Old Ironsides" of the navy, had given her pet name to her more powerful descendant, and lying near the center of the picture is now relegated to the position of receiving-ship. At the end of the wharf is tied up the "Santee," on whose deck many a midshipman has paced out the sentry duty with which he was punished for the infringement of regulations. Between the two lies the "Saratoga," now a supply-ship. New students had come to take the places of those who learned the theories and practice of naval warfare with the current exploits of the navy ringing in their ears day by day. Some of the officers who had fought through the great struggle were adding their practical experience, so lately gained, to the curriculum. However, the traditions of the old navy were still predominant; the training of the seaman was still considered essential for the cadets and was enforced as in the old sailing days as the foundation of their education. It was nevertheless the Naval Academy which kept alive for a future generation the valuable experience that had been gained at such a cost in the four years of Civil War.





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FIGHTERS AFLOAT—GUNBOAT MEN ON THE "MENDOTA"

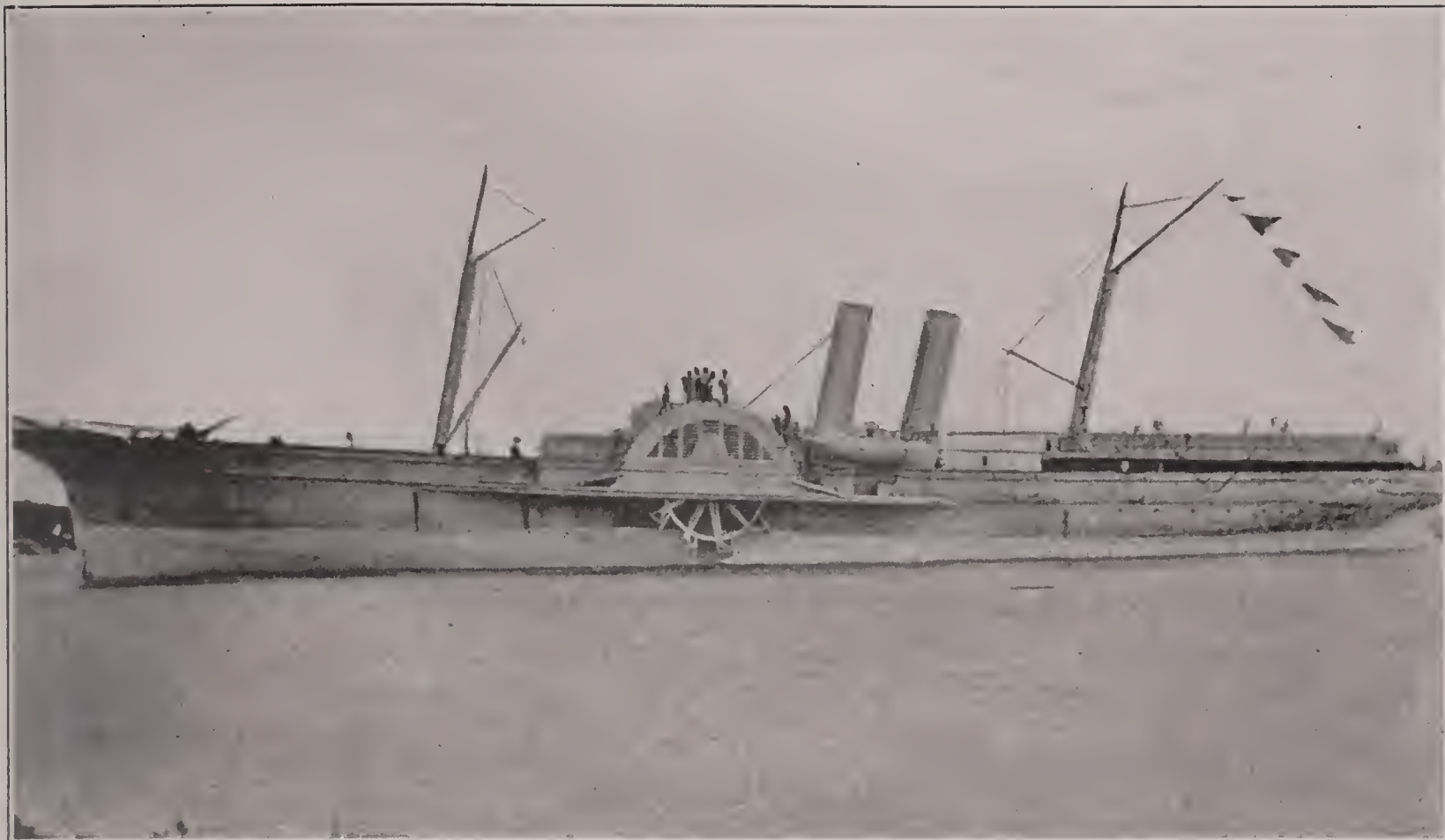
Here on the deck of the "Mendota" on the James River, late in '64, has gathered a typical group of gunboat men. While there are some foreign faces among them, many (particularly the younger ones) betoken the native American that responded to the call to arms by enlisting in the navy. At the outbreak of the war there were but seven thousand six hundred sailors in the Federal navy. It was a matter of no small difficulty to procure crews promptly for the new vessels that were being converted and constructed so rapidly, especially when the military service was making such frequent and sweeping requisitions upon the able-bodied men of the country. Nevertheless, at the close of the war the number of sailors in the navy had been increased to fifty-one thousand five hundred. It was an even more difficult problem to secure competent officers. Volunteers were called for by the Navy Department at the very outset of the struggle. As many of these enrolled as there had been sailors in the navy at the war's outbreak. Many vessels were officered entirely by volunteers, and these men acquitted themselves in a manner no less distinguished than the officers of the regular service. The gun in the picture is one of the "Mendota's" 200-pounder rifles, of which she carried two. In the war the American navy broke away from the old tradition that the effectiveness of a fighting-vessel is in proportion to the number of guns she carries. The distinct tendency became not to divide the weight she could safely bear among numerous guns of small caliber, but rather to have fewer guns of higher efficiency. Many of the small Federal gunboats carried 100-pounder rifles.



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THE "COLORADO"—A FRIGATE OF THE OLD NAVY

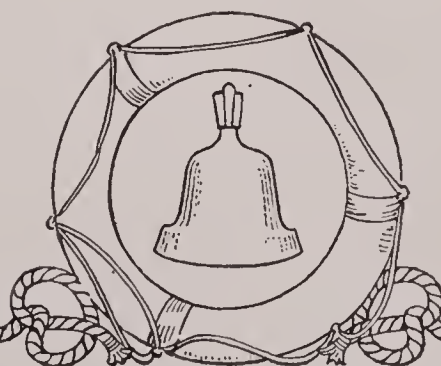
The "Colorado" was one of six 40-gun screw frigates, the pride and strength of the Federal navy in '61. Like most of her sister-ships of the old navy, the "Colorado" (built for sea fighting) was prevented by her size from getting up the narrow channels, and her gallant commander, Theodorus Bailey, had to lead the fleet at New Orleans past the forts in another vessel. On September 14, 1861, at Pensacola, volunteers from the "Colorado's" crew in four boats, led by Lieutenant J. H. Russell, carried off a "cutting out" expedition. They drove the stubbornly resisting crew from the Confederate privateer "Judah" and destroyed the vessel.

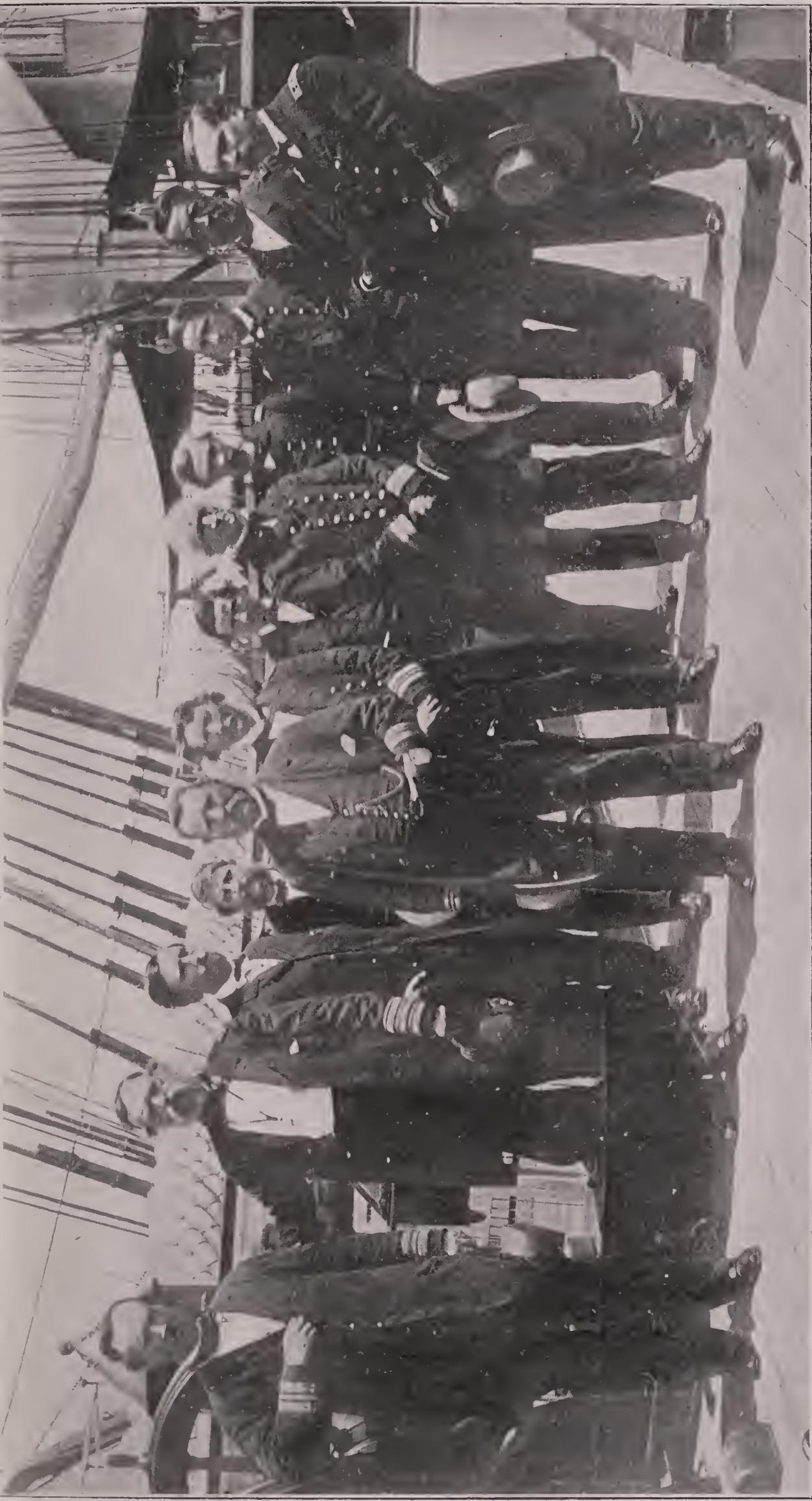


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CAUGHT BY HER OWN KIND

The blockade-runner "A. D. Vane." It frequently took a blockade-runner to catch a blockade-runner, and as the Federal navy captured ship after ship of this character they began to acquire a numerous fleet of swift steamers from which it was difficult for any vessel to get away. The "Vane" brought many a cargo to the hungry Southern ports, slipping safely by the blockading fleet and back again till her shrewd Captain Willie felt that he could give the slip to anything afloat. On her last trip she had safely gotten by the Federal vessels lying off the harbor of Wilmington, North Carolina, and was dancing gleefully on her way with a bountiful cargo of cotton and turpentine when, on September 10, 1864, in latitude 34° N., longitude 76° W., a vessel was sighted which rapidly bore down upon her. It proved to be the "Santiago de Cuba," Captain O. S. Glisson. The rapidity with which the approaching vessel overhauled him was enough to convince Captain Willie that she was in his own class. The "Santiago de Cuba" carried eleven guns, and the "Vane" humbly hove to, to receive the prize-crew which took her to Boston, where she was condemned. In the picture we see her lying high out of the water, her valuable cargo having been removed and sold to enrich by prize-money the officers and men of her fleet captor.





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ADMIRAL DU PONT AND STAFF, ON BOARD THE "WABASH," OFF SAVANNAH, 1863

From left to right: Capt. C. R. P. Rodgers, fleet captain; Rear-Adm. S. F. Du Pont, commanding fleet; Commander Thomas G. Corbin, commanding "Wabash"; Lieutenant Samuel W. Preston, flag-lieutenant; Admiral's Secretary McKinley; Paymaster John S. Cunningham; Lieut. Alexander Slidell McKenzie; Fleet Surgeon George Clymer; Lieut. James P. Robertson; Ensign Lloyd Phenix; Commander William Reynolds, Store-Ship "Vermont"; Lieut.-Com. John S. Barnes, Executive Officer. Rear-Admiral Samuel Francis Du Pont was the man who first made the blockade a fact. To his naval genius the

Federal arms owed their first victory in the war. His plan for the capture of Port Royal on the Southern coast was brilliantly carried out. Forming his fleet in a long line, he, in the "Wabash," boldly led it in an elliptical course past first one fort and then the other, completing this "terrible circle of fire" three times till the Confederate guns were silenced. Du Pont's plan of battle became a much followed precedent for the navy during the war, for by it he had won his victory with a loss of but eight killed and twenty-three wounded. A midshipman at the age of twelve, he had got his training in the old navy.

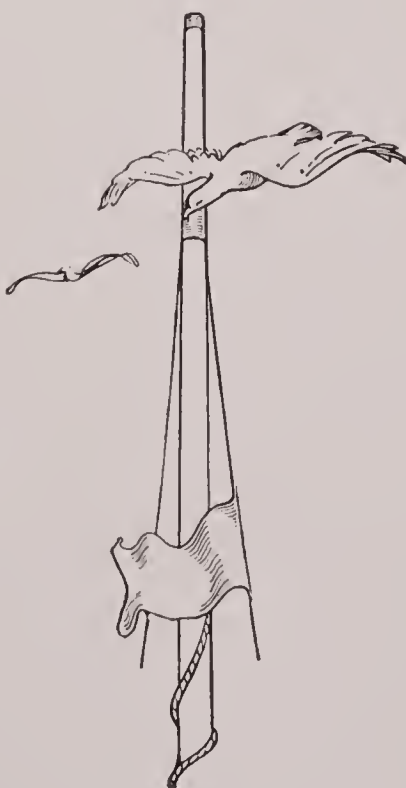


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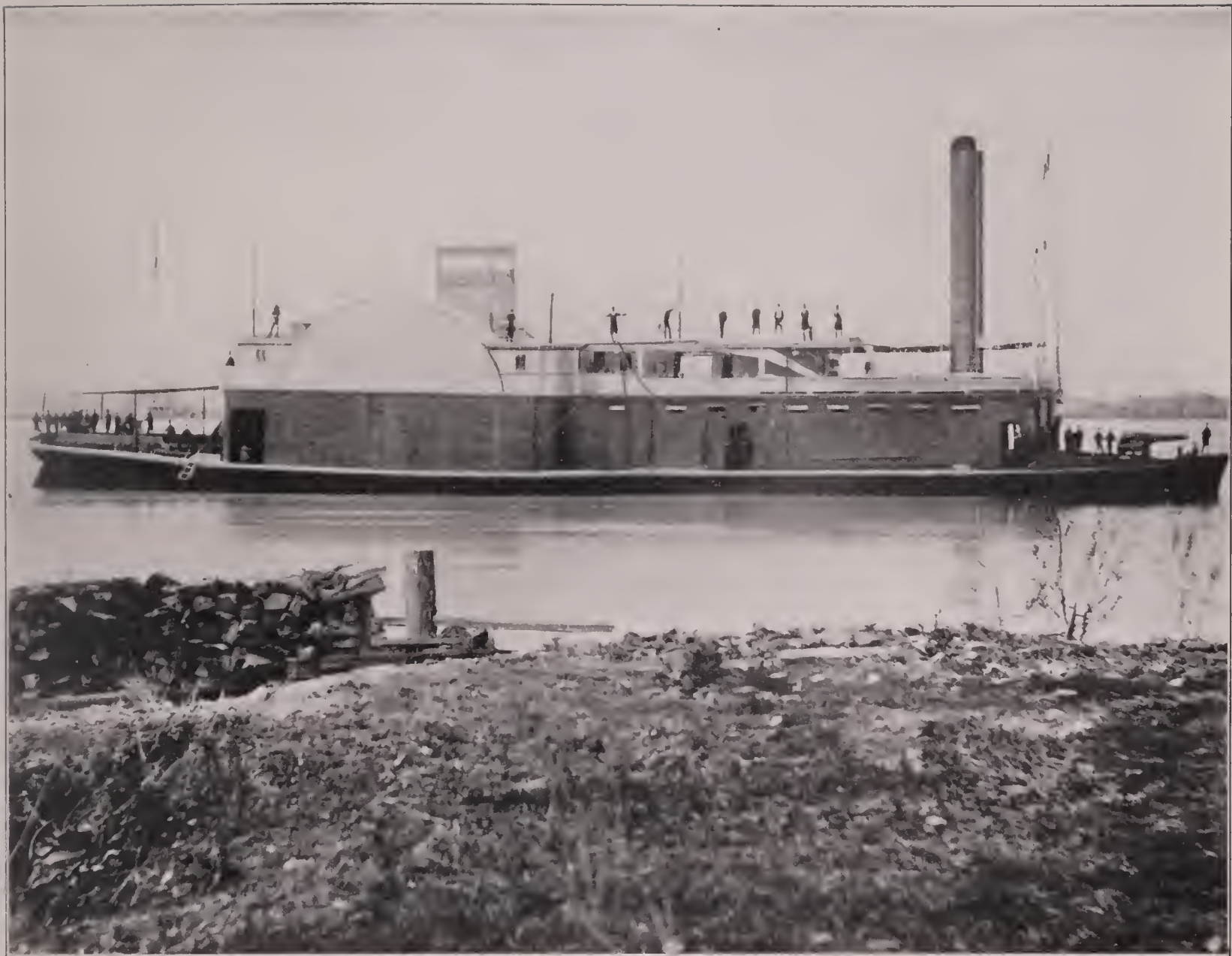
ON THE "FREEBORN"

SHOWING HOW WARD, THE FIRST FEDERAL COMMANDER, WAS LOST

This photograph of 1861, long in the possession of the family of Commander James Harman Ward, and here reproduced for the first time, is the only vestige of a visual record of his brave deed on June 27th, the same year. In the picture, taken on the deck of the little improvised gunboat "Freeborn," the man sighting the gun has reverently donned the blouse and straw hat of Commander Ward to show how that brave officer stood when he received his mortal wound. After the firing on Sumter, the lull in the excitement had brought no respite for the navy, and the duty of patrolling the Potomac night and day devolved first upon Commander Ward. In addition to the "Freeborn," a side-wheel steamer carrying but three



guns, his squadron consisted of the "Anacostia" and the "Resolute," carrying two guns each. With these vessels, on May 31st, he boldly attacked the Confederate batteries at Aquia Creek and next day, with the assistance of the "Pawnee," the Confederates were driven from their works. Again supported by the "Pawnee," on June 27th, Commander Ward attacked the Confederates at Mathias Point. While a body of sailors from his consort, under command of Lieutenant James C. Chapman, effected a landing, the gunboats kept up a rapid fire. Commander Ward, in his anxiety that this should prove effective, was in the act of sighting a gun himself when he was suddenly wounded in the abdomen and soon expired.



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THE "GENERAL PRICE"—A CONFEDERATE WAR-BOAT THAT CHANGED HANDS

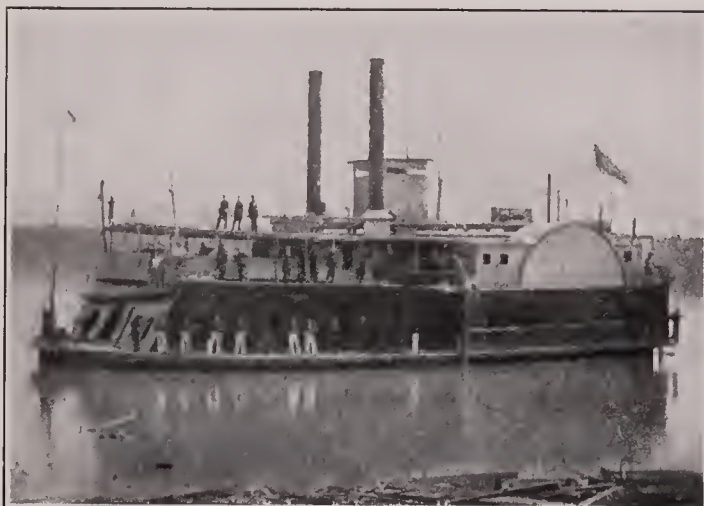
This was one of the fourteen river-steamers condemned and seized for the Confederate Government by General Lovell at New Orleans, January 15, 1862. Converted into a war-boat, she took a bold part in the engagement near Fort Pillow, which resulted in the sinking of the "Cincinnati." She arrived on the scene just as the "General Bragg" was disabled and boldly rammed the Federal gunboat for the second time, when a shot from the "Carondelet" disabled her. In the engagement with the Ellet rams off Memphis, she met the same fate as the "General Bragg" and the other vessels. She and the "General Beauregard," while making a dash from opposite sides upon the "Monarch," both missed that speedy vessel and collided with each other. The "General Price" was so badly injured that her captain ran her upon the Arkansas shore, to be added to the prizes won by the Ellet rams. The action put an end to the river-defense flotilla of the Confederates. Like the Federal river fleet at first, this organization was not under control of the Confederate navy, which, on the Mississippi, was commanded by Flag-Officer George N. Hollins, C. S. N. General Polk and the whole Mississippi delegation had urged upon the Confederate Congress the fitting out of this independent flotilla, which cost more than the million and a half dollars appropriated for it. The Confederate General Lovell at New Orleans had no faith in its efficiency because of his belief that the fleet was not properly officered. He stated emphatically that "fourteen Mississippi captains and pilots would never agree about anything after they once got under way."



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In the picture above of gunboat "Number 54," the "Nymph," is seen—a typical example of the river steamers that were purchased by the Government and converted into the so-called "tinclads." This kind of vessel was acquired at the suggestion of Flag-Officer Davis, who saw the necessity of light-draft gunboats to operate in shallow waters against the Confederates constantly harassing the flotilla from along shore. These "tinclads" were mostly stern-wheel steamers drawing not more than three feet. They were covered from bow to stern with iron plate a half to three-quarters of an inch thick. When Admiral Porter succeeded Davis in the command of the Mississippi squadron, it had already been reënforced by a number of these extremely useful little vessels. One of Porter's first acts was to use the "tinclads" to prevent the erection of Confederate fortifications up the Yazoo. The "Queen City" ("tinclad" Number 26) was commanded in the Vicksburg campaign by Acting Volunteer Lieutenant J. Goudy, one of those to receive special mention in Admiral Porter's official report on the fall of the besieged town. In June, 1864, the "Queen City" was stationed on the White River, patrolling the stream between Clarendon and Duvall's Bluff, under command of Acting Volunteer Lieutenant G. W. Brown. On the 24th, she was surprised by a Confederate force under General Shelby, who attacked her with artillery about four in the morning. After a sharp struggle of twenty minutes the little "tinclad," with her thin armor riddled with shot, surrendered. After stripping her of the nine guns and her supplies, the Confederates scuttled and burned her. Such were the chances that the "tinclads" constantly took.

TWO WARSHIPS
OF THE
"MOSQUITO FLEET"



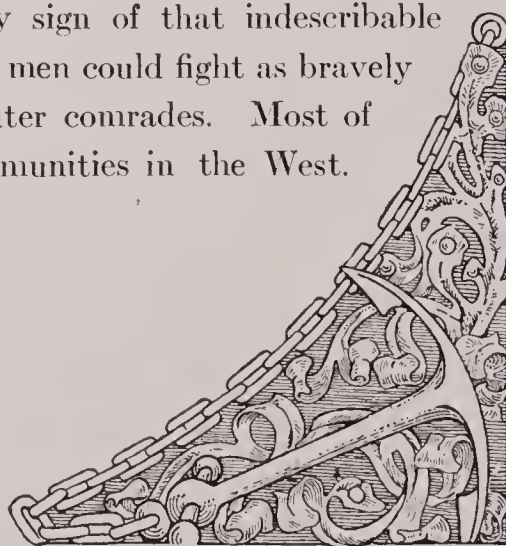
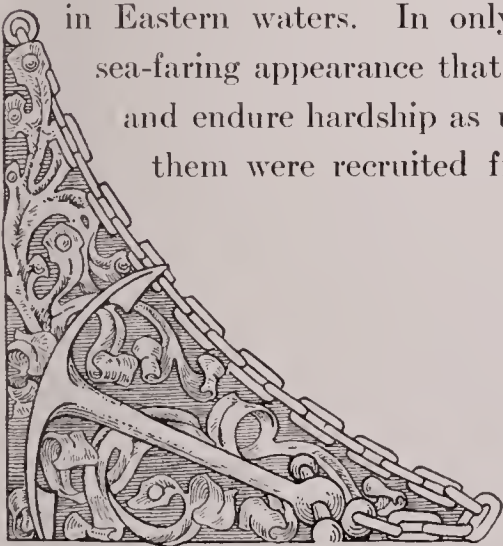
"NYMPH" (ABOVE)
AND THE
"QUEEN CITY"



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VETERANS IN THE MAKING—CREW OF THE “LAFAYETTE”

In this fine group on the Mississippi ironclad “Lafayette,” the photographer has arranged the crew so that a better idea of the faces of the men can be gathered. Many of them are seen to be foreigners, while of the native Americans boys and youths as usual predominate. There is none of the unmistakable look that characterized the crews of the gunboats and ships in Eastern waters. In only a few instances is there any sign of that indescribable sea-faring appearance that marks the old salt. Yet these men could fight as bravely and endure hardship as uncomplainingly as their salt-water comrades. Most of them were recruited from the river towns and communities in the West.

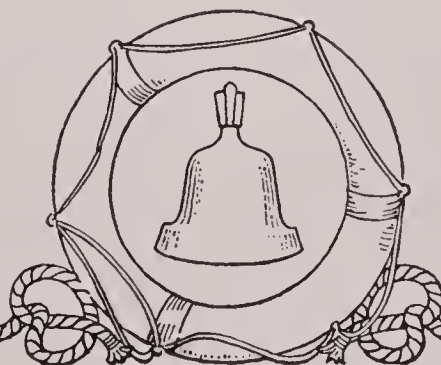




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THE TRANSPORT "BLACK HAWK" AFTER HER FIERY TEST—MAY, 1864

The vessel shows the treatment accorded the thirty army transports which, convoyed by Porter's gunboats, went up the Red River in the futile expedition, the object of which was to reach Shreveport. The stacks and pilot-house of the "Black Hawk" have been riddled with Confederate bullets, and she shows the evidences of the continuous struggle through which the fleet passed in the retreat from Grand Ecore. For nearly a month the Federal vessels worked their way slowly down the river. The water was falling rapidly and the vessels, as they nosed their way through the shallow and unfamiliar channel, were constantly running aground. As the military forces had withdrawn to Alexandria, the Confederates, who lined both banks of the river, seized every opportunity to attack the discomfited vessels, and almost daily attempts were made to damage or capture them. The river was full of snags and the vessels had to be lightened; they were "jumped" over sand-bars and logs, fighting every inch of the difficult and laborious journey. Even Admiral Porter himself described the obstacles to be overcome as enough to appall the stoutest heart.





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THE WESTERN NAVAL BASE OF THE UNION—MOUND CITY IN 1862

After Captain Andrew H. Foote took command of the Mississippi flotilla on September 6, 1861, one of his first acts was to establish a depot for the repair of his vessels at Cairo. Since the Government owned no land at this point, the navy-yard was literally afloat in wharf-boats, old steamers, tugs, flat-boats, and rafts. Later, this depot was removed to Mound City, just above Cairo, where ten acres of land were secured. This was frequently under water from freshets, however, and the machine-shops, carpenter-shops, and the keels were still maintained in steamers. Captain A. M. Pennock was placed in charge of this depot, and continued to render efficient service in that capacity, looking after the gunboats till the close of the war.

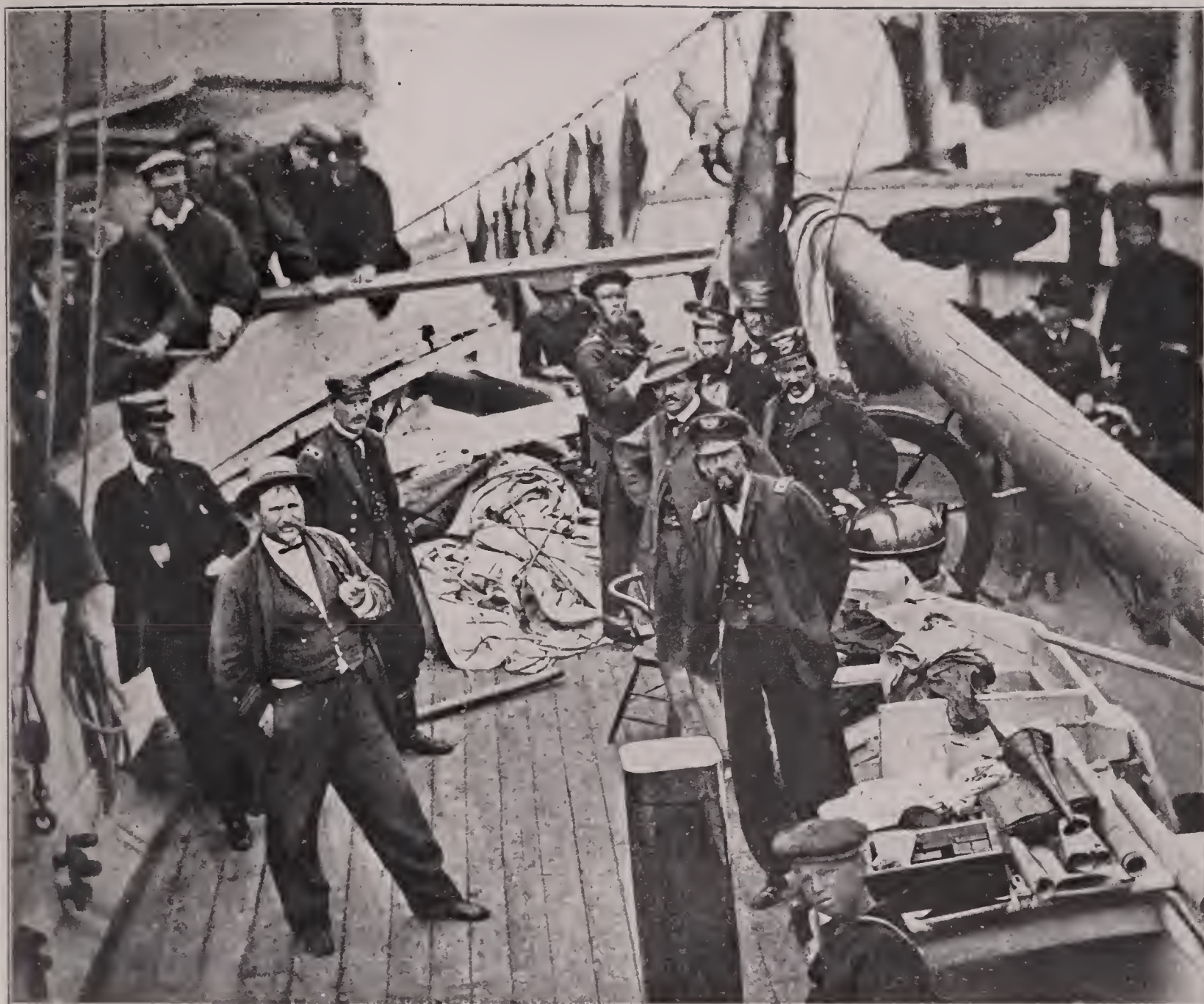


THE NEW "SEA-ELEPHANT" OF THE NAVY—THE "LEHIGH" IN '64

A naval historian has compared the monitor type of vessel "to the elephant, who swims beneath the surface . . . and communicates through his uplifted trunk with the upper air." In action and in rough weather, the monitor's only means of communication with the upper air are her turret and pilot-house, and from this fact alone it was argued that the monitor type of construction would prove to be an elephant on the hands of the Federal navy. Indeed, on her trial trip Eriesson's "Monitor" came near foundering, and thus she finally met her end in a storm off Cape Hatteras, December 31, 1862. But before this, her faults of construction had been recognized and the Federal Navy Department had undertaken the construction of nine bigger and better monitors. In Charleston Harbor the monitors were hit an aggregate of 738 times, and proved conclusively their superior endurance. The "Lehigh" first made her appearance in the James on an expedition and demonstration made up that river by Acting Rear-Admiral S. P. Lee in July, 1863. In September she was attached to Admiral Dahlgren's fleet. From October 26th to November 4th, under Commander A. Bryson, she and the "Patapsco" were assigned to the special duty of hammering Fort Sumter. On November 16, 1863, she ran aground on Sullivan's Island and was dangerously exposed to the guns of Fort Moultrie for five hours before she could be gotten off.



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SAVED FROM AN UNTIMELY END—THE "SCIOTA"

This scene on the vessel's deck was photographed shortly after she had been raised after being sunk by a torpedo in Mobile Bay. Two days after the Federal flag was raised over the courthouse in Mobile, the "Sciota," while hurrying across the bay, ran into one of these hidden engines of destruction. A terrific explosion followed and the "Sciota" sank immediately in twelve feet of water. Four of her men were killed and six wounded and the vessel was badly damaged. This was on April 14, 1865. The navy never gives up one of its vessels as a total loss till everything has been done to prove that to be the case; by July 7th the "Sciota" had been raised, repaired, and sent around to Pensacola for her armament, with orders to proceed to New York and go into dry-dock. In the picture the man leaning against the bulwark, with one hand on his coat and the other in his trousers' pocket, is John S. Pearce, one of the engineers of the famous "Kearsarge." In Farragut's squadron below New Orleans the "Sciota," under Lieutenant Edward Donaldson, led the third division of vessels in charge of Commander Henry H. Bell. The "Sciota" did not get under fire of the forts till about 4 A.M. and passed them without much damage. Immediately behind her came the "Iroquois," which was attacked by the "McRae" and another Confederate vessel. The "McRae" was commanded by Lieutenant Thomas Huger, who had been serving on the "Iroquois" at the war's beginning. An 11-inch shell and a stand of cannister aimed from his old ship killed Huger and disabled the "McRae."



THE DETACHED BLOCKADERS—JAMES GORDON BENNETT'S YACHT

While Admiral Porter with the fleet was waiting impatiently at Hampton Roads for the start of the much-delayed expedition against Fort Fisher, there was work a-plenty along the coast to keep up the blockade and circumvent the attempts of such Confederate vessels as the "Roanoke" to raise it. The upper picture is of especial popular interest; lying to the right of the despatch-boat and monitor off Port Royal is James Gordon Bennett's yacht "Rebecca," one of the fastest sailing yachts of her time. When she swept into Port Royal flying the Stars and Stripes, she was taken for a blockade-runner until her identity was learned. The officers of the blockading squadron were handsomely entertained aboard her during her stay, and were glad to get the news she brought from the North. On her way back to New York she was frequently mistaken for a blockade-runner and chased. In the lower picture is seen one of the monitors stationed in Ossabaw Sound. Awnings are stretched in the almost tropical sunshine. Yet the vessel is ready for any emergency.



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“TO THE EDGE OF THE WOOD THAT WAS RINGED WITH FLAME”

WILDERNESS TREES AFTER THE ARTILLERY FIRING THAT FOLLOWED THE CAVALRY CHARGE

Blasted by the artillery fire that saved the Federals at Chancellorsville, the Wilderness woods, only a couple of hundred yards south of the plank road, reveal the desperate nature of the conflict in the early evening of May 2, 1863. Of the close of the fight, the Union General Alfred Pleasonton reported: “It was now dark, and their presence could only be ascertained by the flash of their muskets, from which a continuous stream of fire was seen encircling us, and gradually extending to our right, to cut us off from the army. This was at last checked by our guns, and the rebels withdrew. Several guns and caissons were then recovered from the woods where the enemy had been posted. Such was the fight at the head of Scott’s Run. Artillery against infantry at 300 yards; the infantry in the woods, the artillery in the clearing. War presents many anomalies, but few so curious and strange in its results.”



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“O SUBTLE, MUSKY, SLUMBEROUS CLIME”

Down the lofty nave of this forest cathedral, gleams under the open sky the tomb of some long-honored forefather of Savannah. The gigantic live-oaks of the stately plantation, festooned with the long Spanish moss, shadow the fragrant shrubbery growing at their feet. The whole scene breathes the “subtle, musky, slumberous” atmosphere sung by the poet Thompson. Savannah, situated inland on the Savannah River, was through four years of the war unvisited by hostile armies. But in December, 1864, it fell into the hands of Sherman’s troops. Many another lovely spot in the Southland passed through the conflict with its beauties undisturbed, as if to remind its brave people of the unbounded lavishness of nature amid the wreckage of war. Bravely have they answered the mute appeal of such surroundings. To-day the South can point, not only to the charms of its almost tropical clime, but to the material achievements which link it inseparably with the rapidly developing North and West. Its people have even come to feel a thankfulness for the outcome of the war. Typical are the whole-hearted vigorous lines of Maurice Thompson printed opposite.



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A SIGHT FOR THE OLD-TIME SAILOR—A GUN-CREW ON THE DECK OF THE FLAGSHIP “WABASH”

Here is a sight that will please every old-time sailor—a gun-crew on the old “Wabash” under the eyes of Admiral Du Pont himself, who stands with his hand on the sail. No finer sweep of deck or better-lined broadside guns were ever seen than those of the U. S. S. “Wabash,” the finest type of any vessel of her class afloat at the outbreak of the Civil War. Everything about her marked the pride which her officers must take in having everything “ship-shape and Bristol fashion.” She was at all times fit for inspection by a visiting monarch. The “Wabash” threw the heaviest broadside of any vessel in the Federal fleet. Her crew were practically

picked men, almost all old sailors who had been graduated from the navy of sailing days. The engines of this magnificent frigate were merely auxiliary; she yet depended upon her towering

canvas when on a cruise. Her armament was almost identically that of the “Minnesota,” although her tonnage was somewhat less. She mounted two 10-inch smooth-bores, twenty-eight 9-inch guns on her gun-deck, fourteen 8-inch on her spar deck, and two 12-pounders. At the time this picture was taken she was flagship of the South Atlantic squadron, flying the broad pennant of Admiral Samuel F. Du Pont.

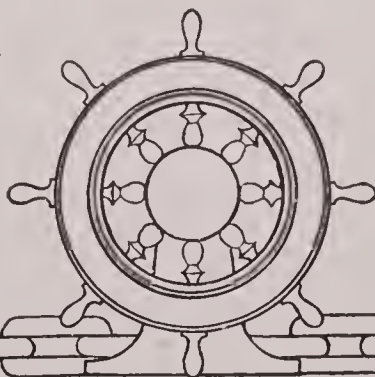




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ON THE DECK OF THE "AGAWAM"

The easy attitudes of the acting ensign, to the left of the gun, and the volunteer acting-master with him, do not suggest the storm through which the ship on which they stand, the Federal gunboat "Agawam," passed in the spring of 1864. Their vessel was called upon to coöperate in Grant's great military movement that was to bring the war to a close. In February, Acting Rear-Admiral S. P. Lee, commanding the North Atlantic squadron, was ready to assist General Butler with gunboats in the James and York Rivers. The admiral himself remained with his main squadron at Fortress Monroe to convey Butler's expedition to Bermuda Hundred. After that general got himself bottled up and, despite the protests of Admiral Lee, had sunk obstructions in the James to prevent the Confederate gunboats from coming down, the "Virginia" and her consorts came down to reconnoiter the character of the obstructions. The "Agawam," under Commander A. C. Rhind, was lying below Battery Dantzler, with several monitors. They were engaged by the fortification and by the Confederate gunboats concealed behind the Point. The Federal vessels promptly returned the fire and kept considerable damage on the fort.





WHERE THE CONFEDERATES FOUGHT FARRAGUT SHOT FOR SHOT

From these walls the gunners of Brigadier-General Richard L. Page, C.S.A., sighted their pieces and gave the Federal vessels shot for shot. It was a fight at close range, since the obstructions in the channel compelled the fleet to pass close under the guns of the fort. During the hour while the vessels were within range, the fort fired 491 shots, about eight a minute. When the fight was thickest the Confederate gunners fired even far more rapidly, enveloping the vessels, and especially the "Hartford" and the "Brooklyn," in a veritable hail of missiles. The fort was an old five-sided brick works mounting its guns in three tiers. It was built on the site of the little redoubt (Fort Bowyer) that had repelled the British fleet in 1814. Within the fort were mounted thirty-two smooth-bores and eight rifles.



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INTERIOR OF FORT MORGAN, MOBILE BAY, IN 1864

The entire front wall was reënforced by enormous piles of sand-bags to enable its four feet eight inches of solid brick to withstand the broadsides of the fleet. Although the other fortifications at the entrance to Mobile Bay surrendered the day after the battle, it took more than Farragut's broadsides to reduce Fort Morgan. A siege-train had to be brought from New Orleans and a land attack made by the troops under General Gordon Granger, August, 22, 1864. Not till 3,000 missiles had been hurled into and around the fort by the combined guns of the army and navy did the brave garrison of Fort Morgan surrender after a gallant defense of twelve hours. In the picture some of the damaging effects of the terrific gunnery of the fleet are evident in the sea wall.



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PICKED MEN IN THE NAVY—PORTER AND HIS STAFF, DECEMBER, 1864

In this vivid portrait group of Admiral Porter and his staff, taken in December, 1864, appear the men selected by him to aid in accomplishing the fall of Fort Fisher and the conclusion of the navy's most important remaining tasks in the war. At the extreme left stands the young and indomitable Lieutenant W. B. Cushing, fresh from his famous exploit of blowing up the Confederate ram "Albemarle"; fifth from the left, with his arms folded, is Lieutenant-Commander K. R. Breese, another young officer scarcely less daring than Cushing and now Porter's fleet-captain. Lieutenant-Commander Henry A. Adams, Jr., stands on Porter's right. A number of volunteer officers are in the group. Porter was ever quick to recognize the bravery of the volunteers and their value to the service. From the decks of the "Malvern" (shown below) were directed the final operations at sea of the North Atlantic

squadron in the war. Fort Fisher by 1864 had become the most formidable line of works in the Confederacy, and it was evident to the navy that this position at the mouth of the Cape Fear River, North Carolina, would have to be reduced if blockade-running into Wilmington was to be broken up. The first attack on Fort Fisher, December 24-25, 1864, was unsuccessful, owing to an unfortunate division in military authority in which General Benjamin F. Butler played an overweening part. After the second attack, January 13-15th, Admiral Porter, from the

deck of the "Malvern," witnessed the gallant onslaught of General Terry's troops upon the land side of the fortifications, while 1,600 of his own sailors and 400 marines with pistol and cutlass tried to board the sea face. Amid the cheers of both army and navy, the news of the surrender of the garrison was received very soon afterward.



THE FLAGSHIP "MALVERN" AT NORFOLK



CONFEDERATES IN THE NEWLY-CAPTURED PENSACOLA FORT—1861

Full of enthusiasm and military spirit, but suspecting little what trials lay before them, the Confederate volunteers pictured here are drilling at one of the forts that had been abandoned by the Federal Government, even before the momentous shot was fired at Sumter. Fort Pickens, through the forethought of Commander Henry Walke, who disobeyed his orders most brilliantly and successfully, had been saved to the Federal Government. The other batteries and forts at Pensacola, however, had been handed over to the Confederacy, and here we see the men in gray, early in '61, taking advantage of the gift. Note the new uniforms, the soldierly and well-fed appearance of the men, the stores of ammunition for the great guns.



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WHERE THE BLOCKADERS CAME TOO LATE

Many of these soldiers pictured here were soon fighting miles away from where we see them now; a great many were drafted from New Orleans, from Mobile, Savannah, and Charleston; Florida and Georgia furnished their full quota to the Confederate army. This photograph was taken by Edwards, of New Orleans, who, like his confrère Lytle, succeeded in picturing many of the stirring scenes and opening tableaux of the war; they afterward took advantage of their art and used their cameras as batteries at the command of the Confederate secret service, photographing ships and troops and guns of the Federal forces, and sending them to the commanding generals of their departments. Over the chase of the gun is Pensacola harbor.



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AFTER THE MOST FAMOUS SEA-FIGHT OF THE WAR CAPTAIN WINSLOW AND HIS OFFICERS ON THE "KEARSARGE"

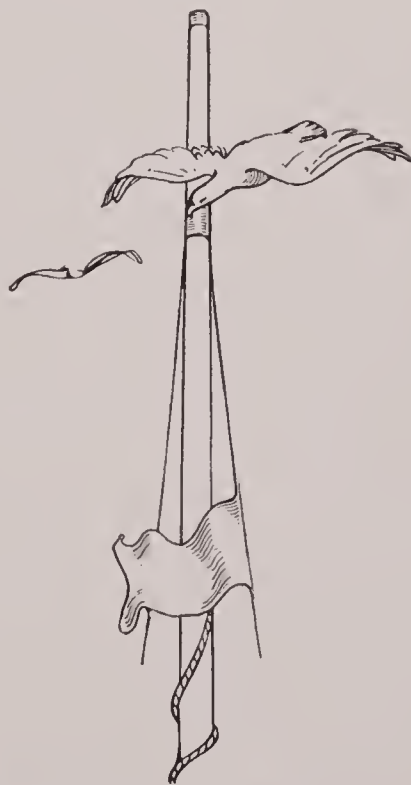
Here on the deck of the "Kearsarge" stand Captain John A. Winslow (third from left) and his officers after their return from the victorious battle with the "Alabama." On Sunday morning, June 19, 1864, Captain Winslow, who had been lying off the harbor of Cherbourg waiting for the Confederate cruiser to come out, was conducting divine service. Suddenly a cry—"She's coming, and heading straight for us"—rang out on the deck. Laying down his prayer-book and seizing his speaking-trumpet, Winslow ordered his ship cleared for action. He stood out to sea to make sure that the fight would occur beyond the neutrality limit. Meanwhile, people were crowding to every vantage-point along the coast with spy-glasses and camp-chairs, eager to witness the only great fight on the high seas between a Federal and a Confederate cruiser. The two ships were almost precisely matched in tonnage, number of men, and shot-weight of the guns brought into action on each side. The battle was begun by the "Alabama" at a range of 1,200 yards. The "Kearsarge," however, soon closed in to 900 yards, training her guns for more than an hour upon the "Alabama" with telling effect. Precisely an hour and thirteen minutes after the "Alabama" fired her first broadside, her colors were hauled down from her mast-head; the 11-inch shells of the pivot-guns of the "Kearsarge" had pierced her again and again below the water-line; twenty-six of her men were killed and drowned and twenty-one wounded, while aboard the "Kearsarge" only three men were injured. Twenty minutes after the surrender the "Alabama" settled by the stern and sank. Some survivors escaped on the British steam-yacht "Deerhound."



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THE "TUSCARORA" NEAR GIBRALTAR, IN CHASE OF THE CONFEDERATE CRUISERS

The U. S. S. "Tuscarora" with other vessels during the latter half of 1861 was scouring the seas in search of the "Sumter"—the first of the Confederate cruisers to get to sea, eluding the blockading squadron at the mouth of the Mississippi, June 30, 1861. She was a 500-ton passenger steamer with a speed of but ten knots and had been declared unfit for naval service by a board of Confederate officers. Captain Raphael Semmes, upon seeing the report, said: "Give me that ship; I think I can make her answer the purpose." Within a week after she got away, the "Sumter" had made eight prizes. On Nov. 23d Semmes cleverly eluded the "Iroquois," then lying outside the harbor of St. Pierre, Martinique, and cruised to Gibraltar. There the "Sumter" was blockaded by the



"Tuscarora," the "Kearsarge" and the "Ino." Semmes, seeing that escape was impossible, sold his vessel and disbanded her crew. Her prizes totalled fifteen, and Semmes was soon making another record for himself in the "Alabama." The "Florida" was the first cruiser built for the Confederacy abroad. She was allowed to clear from Liverpool on March 22, 1862, under the name "Oreto." On August 7th she began her career under Captain John Newland Maffit, with a crew of but twenty-two men. She had an adventurous career till she ran into the harbor of Bahia, Oct. 5, 1864, where she encountered a vessel of Wilke's flying squadron, the "Wachusett." Commander Napoleon Collins, in violation of the neutrality laws, suddenly attacked the "Florida" and received her surrender.



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FARRAGUT AT THE PINNACLE OF HIS FAME

Leaning on the caanon, Commander David Glasgow Farragut and Captain Pereival Drayton, ehief of staff, stand on the deck of the "Hartford," after the victory in Mobile Bay, of August, 1864. When Gustavus V. Fox, Assistant Seeretary of the Navy, proposed the capture of New Orleans from the southward he was regarded as utterly foolhardy. All that was needed, however, to make Fox's plan successful was the man with spirit enough to undertake it and judgment suffieient to carry it out. Here on the deck of the fine new sloop-of-war that had been assigned to him as flagship, stands the man who had just accomplished a greater feat that made him a world figure as famous as Nelson. The Confederaey had found its great general among its own people, but the great admiral of the war, although of Southern birth, had refused to fight against the flag for which, as a boy in the War of 1812, he had seen men die. Full of the fighting spirit of the old navy, he was able to achieve the first great victory that gave new hope to the Federal cause. Percival Drayton was also a Southerner, a South Carolinian, whose brothers and uncles were fighting for the South.



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“ON THE HEIGHTS OF CHATTANOOGA”—A LANDMARK IN GRANT’S RISE TO FAME

The view from Lookout Mountain, showing the very ground over which the Federal soldiers scrambled in their charge, illustrates Porter’s reference to the battle of November 23–25, 1863. Grant’s own account thus describes the concluding charge: “Discovering that the enemy in his desperation to defeat or resist the progress of Sherman was weakening his center on Missionary Ridge, determined me to order the advance at once. Thomas was accordingly directed to move forward his troops, constituting our center, Baird’s division (Fourteenth Corps), Wood’s and Sheridan’s divisions (Fourth Corps), and Johnston’s division (Fourteenth Corps), with a double line of skirmishers thrown out, followed in easy supporting distance by the whole force, and carry the rifle-pits at the foot of Missionary Ridge, and, when carried, to re-form his lines on the rifle-pits with a view to carrying the top of the ridge. These troops moved forward, drove the enemy from the rifle-pits at the base of the ridge like bees from a hive—stopped but a moment until the whole were in line—and commenced the ascent of the mountain from right to left almost simultaneously, following closely the retreating enemy, without further orders. They encountered a fearful volley of grape and canister from near thirty pieces of artillery and musketry from still well-filled rifle-pits, on the summit of the ridge. Not a waver, however, was seen in all that long line of brave men. Their progress was steadily onward until the summit was in their possession.” Three months later Grant became the first lieutenant-general since Washington.



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“TO THE EXECUTIVE MANSION OF THE NATION”

GRANT'S INAUGURATION AS PRESIDENT—MARCH 4, 1869

The inauguration of Ulysses S. Grant was a particularly impressive ceremony. When he was nominated in May, 1868, his letter of acceptance had closed with the phrase, “Let us have peace,” which became the slogan of the campaign. The ceremonies on March 4th were marked by intense enthusiasm. The recent contest between the President and Congress had made the people more than responsive to the prayer, “Let us have peace”; they looked forward with eagerness for this hero of war, the youngest of their Presidents, to allay the bitterness of partisan strife and sectional animosity. This was so much the purpose of Grant's own heart that, out of all his public utterances, this was chosen for inscription on his tomb on Riverside Drive in New York. Grant is one of the few captains in the history of the world who “made war that war might cease.” The story of his career forms more than military history; it is an example for all ages.

“ADVANCE
THE FLAG
OF
DIXIE”



A HOPEFUL
CONFEDERATE
GROUP
OF '61

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Actual photographs of the Confederate flags raised within the Confederate fortifications are rare indeed. This photograph was taken by Edwards, the New Orleans artist, inside the Confederate lines at Pensacola, Florida. The cannon, at whose “ringing voices” Pike sang “The South’s great heart rejoices,” are shining in the warm Southern sunlight that brightens the flag in the color-bearer’s hands. All is youth and hope.



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"I'LL LET SAMBO BE MURDERED INSTEAD OF MYSELF"
COLORED INFANTRY AT FORT LINCOLN, 1862

This picture possesses especial interest as the subject of the following comment by Major George Haven Putnam (a contributor to Volume I of this History) from his experience as a Federal officer in charge of colored troops: Late in the war, when the Confederacy was sadly in need of fresh supplies of men, the proposition was more than once brought up in the Confederate Congress and elsewhere for the arming of the slaves or of a selection of the slaves. But such a step was never ventured upon. On the Northern side, as early as 1862, regiments were formed of the colored residents of the North, the first two being the famous Fifty-fourth and Fifty-fifth Massachusetts. These men represented, of course, a fairly high average of intelligence and of education, and they did brilliant fighting. In the course of the succeeding two years many regiments were organized out of the plantation negroes as they made their way across into Federal lines, or as Federal control extended over plantation country. These men also rendered earnest, faithful, and usually effective service. They lacked, as was quite natural, individual initiative. They did not do good fighting in a skirmish-line. They wanted to be in touch, shoulder to shoulder, and within immediate reach of the commander's word; but there is hardly an instance in which, when once under fire, they did not fulfil their duty pluckily and persistently. The army rosters show that more than 150,000 colored men fought under the Stars and Stripes.



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“DE DARKEYS GOT SO LONESOME”

ILLUSTRATION FOR “THE YEAR OF JUBILEE”

The crinoline of the old “auntie” in the center and the quaint sunbonnets of her companions are distinguishing marks of the war-time scene—a Mississippi plantation, where the darkies have gathered to relieve some of the lonesomeness of which Work writes. It was one of the noteworthy features of the war that the people who, before the conflict, had been supposed to be on the point of rising and inaugurating a race-war, remained quietly at work on the large plantations. Frequently only women were left to direct the labor of the slaves. Several diaries from various parts of the South tell of the continued affection and even devotion of these colored people. It is only at the close of the war that the scenes in “The Year of Jubilee” can be imagined. But the picture above is typical of all the four years of the conflict and of later negro life.



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CAMP HUMOR

FACETIOUSNESS OF A SUTLER WITH THE WESTERN ARMIES

The signs about this sutler's store in Tennessee display the rude wit of the soldier in camp. The name over the little shanty contains an affectation of French elegance that is amusing even to-day. The misspelling in the announcement, "Meels at all Ours," may not have appealed to all the frequenters as strongly as to us, but the imposing declaration that it was kept on the European plan came to be understood by everyone. There was no humor at all in some of the signs, such as the warning over the door "No Tiek," as many a lad with empty pockets must have found when he felt very thirsty for "XXXX Ale." No one can be so sure of the other sign "No Licker Sold to Soljers." Probably the arrangements could be made in the dark of the moon for suspension of this grim regulation. The sutler's store was a center of the social life of the squad in off hours. Here they would gather to chat over the events of the last campaign, to compare notes on the various leaders, to discuss the probabilities of the next advance, and to swap yarns from all possible sources.



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AT THE SUTLER'S STORE A LIFELIKE GROUP

A high degree of artistic feeling and skill was shown by the war photographer who preserved this band of joking soldiers beside a sutler's store. Few photographic feats are as difficult, even to-day, as the successful portraying of such a number of different subjects, in poses so remarkably diversified, and under such abrupt color contrasts of light and shadow. Evidently, the army was in a permanent camp when this picture was taken; for it was then that the sutlers would open up their stocks of canned goods, soft drinks, playing cards, handkerchiefs, paper collars, and such luxuries, enjoyed by the boys of '61 only at infrequent intervals. Sometimes the soldiers rebelled against the storekeeper's extortionate prices, and once in a while, on the eve of a forward movement, they would sack the little shanty of its contents by way of reprisal.



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"FRIENDS WHO LOVED HIM FOR HIS OWN SAKE"

GRANT AND HIS STAFF IN 1864—BY THE TENT POLE SITS HORACE PORTER,
AUTHOR OF THE ADDRESS REPRODUCED OPPOSITE

The roll-call of those present at City Point in June, 1864, is impressive. Sitting on the bench at the left is Lieutenant-General Grant, with his familiar slouch hat on his knee. By him is Brigadier-General J. A. Rawlins, his chief-of-staff. To the left of the latter sits Lieutenant-Colonel W. L. Duff, assistant inspector-general. By the tent-pole is Lieutenant-Colonel Horace Porter, the author of the address here reprinted. At the right is Captain Ely S. Parker, a full-blooded Indian. Standing behind Grant is one of his secretaries, Lieutenant-Colonel Adam Badeau, who later wrote a military biography of the general. Behind Rawlins is Lieutenant-Colonel C. B. Comstock, noted as an engineer. By Duff stands Lieutenant-Colonel F. T. Dent. Between Porter and Parker is Lieutenant-Colonel O. E. Babcock. All were faithful, in the war and later.



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ON THE WAY TO CHICKAMAUGA

This solitary observer, if he was standing here September 20, 1863, shortly before this was photographed, certainly gazed at the base of the hill to the left. For through the pass called Rossville Gap a column in blue was streaming—Steedman's Division of the Reserve Corps, rushing to aid Thomas, so sore pressed at Chickamauga. Those slopes by Chickamauga Creek witnessed the deadliest battle in the West and the highest in percentage of killed and wounded of the entire war. It was fought as a result of Rosecrans' attempt to maneuver Bragg out of Chattanooga. The Federal army crossed the Tennessee River west of the city, passed through the mountain-ranges, and came upon Bragg's line of communications. Finding his position untenable, the Southern leader moved southward and fell upon the united forces of Rosecrans along Chickamauga Creek. The vital point in the Federal line was the left, held by Thomas. Should that give way, the army would be cut off from Chattanooga, with no base to fall back on. The heavy fighting of September 19th showed that Bragg realized the situation. Brigades and regiments were shattered. For a time, the Union army was driven back. But at nightfall Thomas had regained the lost ground. He re-formed during the night in order to protect the road leading into Chattanooga. Since the second day was foggy till the middle of the forenoon, the fighting was not renewed till late. About noon a break was made in the right of the Federal battle-line, into which the eager Longstreet promptly hurled his men. Colonel Dodge writes: "Everything seems lost. The entire right of the army, with Rosecrans and his staff, is driven from the field in utter rout. But, unknown even to the commanding general, Thomas, the Rock of Chickamauga, stands there at bay, surrounded, facing two to one. Heedless of the wreck of one-half the army, he knows not how to yield."



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REMARKABLE PHOTOGRAPHS OF CONFEDERATE RAMS—THE "ALBEMARLE"

THE CAPTURED RAMS

These pictures are remarkable as being among the scant remaining photographic evidence of the efforts made by the Confederacy to put a navy into actual existence. The "Albemarle" was built at the suggestion of two men whose experience had been limited to the construction of flat-boats. Under the supervision of Commander James W. Cooke, C.S.N., the vessel was completed; and on April 18, 1864, she started down the river, with the forges and workmen still aboard of her, completing her armor. Next day she sank the "Southfield." In the picture she is in Federal hands, having been raised after



THE CONFEDERATE RAM "LADY DAVIS"

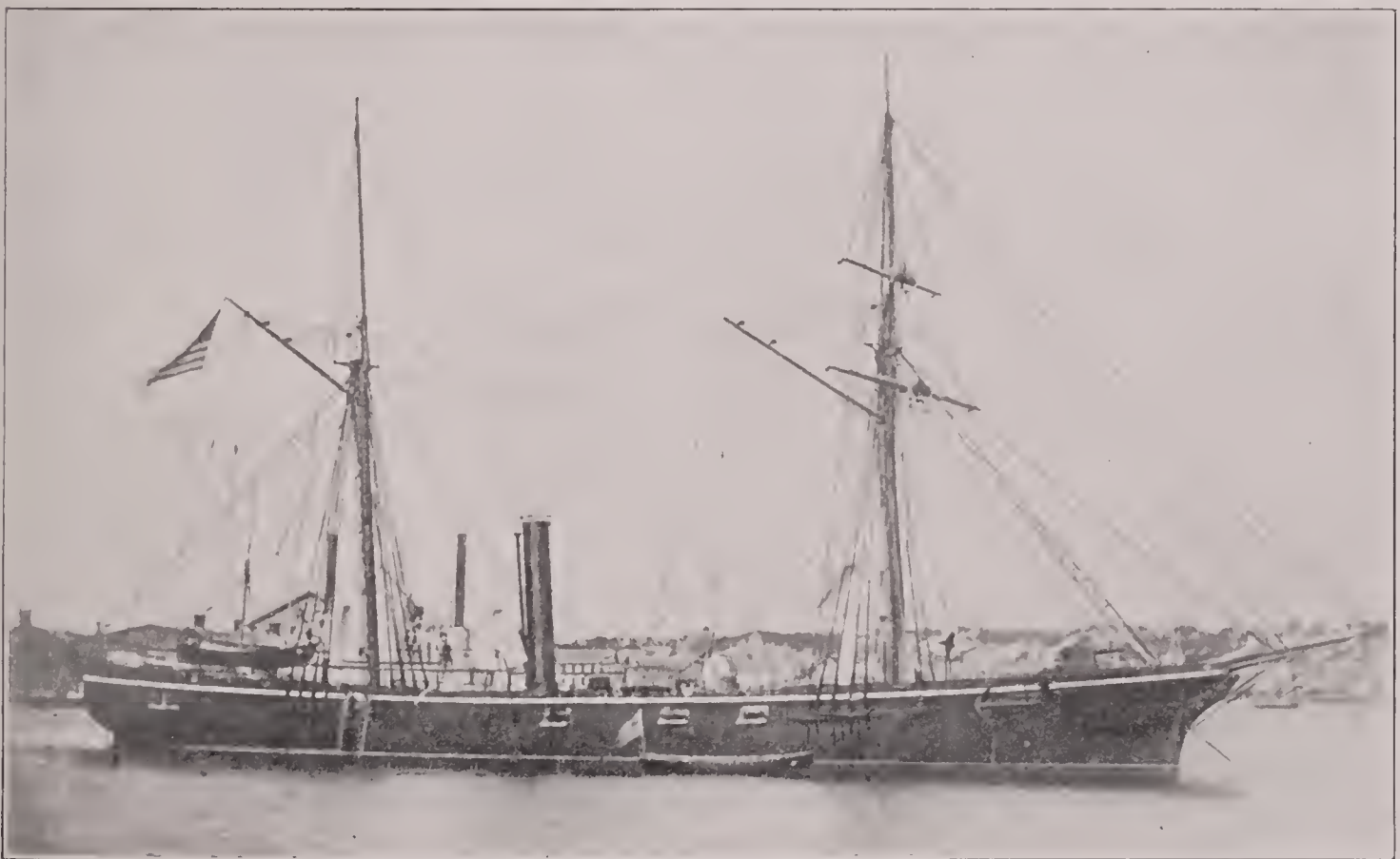
Cushing's famous exploit had put her *hors du combat*. The "Lady Davis," formerly a tug, was purchased in Baltimore and was the first war-vessel to be put afloat by the State of South Carolina, March 13, 1861. She made several captures of Federal vessels around Charleston and was in Tattall's little fleet on the sounds. In the picture she is in sharp and significant contrast with the huge sailing frigate whose wooden sides and many guns already belong to a past era. The efforts that brought such vessels as the "Albemarle" and the "Lady Davis" into the war marked the beginning of a new American navy. In these pictures both of these formidable vessels have been stripped.



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BOLD BLOCKADERS—THE “PAUL JONES”

This fast side-wheel steamer under Commander C. Steedman saw her first active service in the war in following up the advantages gained by the Federal navy at Port Royal. July 29, 1862, she led three other gunboats up the Ogeechee River to the first attack upon Fort McAllister. The following October she led the expedition to Florida which captured the Confederate batteries on St. John's Bluff. The following year, under Commander A. C. Rhind, she was with the fleet of Rear-Admiral Dahlgren, which captured Fort Wagner on Morris Island in Charleston Harbor, July 18th. Of her seven guns, two were 50-pounder rifles and one a 100-pounder, which made her a very efficient blockader. The trim little gunboat “Marblehead” (shown below), rating something over five hundred tons, was active throughout the war. In April, 1862, under the command of Lieutenant S. Nicholson, she was in the Chesapeake aiding McClellan in his operations before Yorktown. In February, 1863, she joined the blockading squadron, and under Lieutenant-Commanders R. W. Scott and R. W. Meade, Jr., she participated in the operations in the vicinity of Charleston, supporting the movements up the Stono River and the attacks on Morris Island.



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THE TRIM GUNBOAT “MARBLEHEAD”



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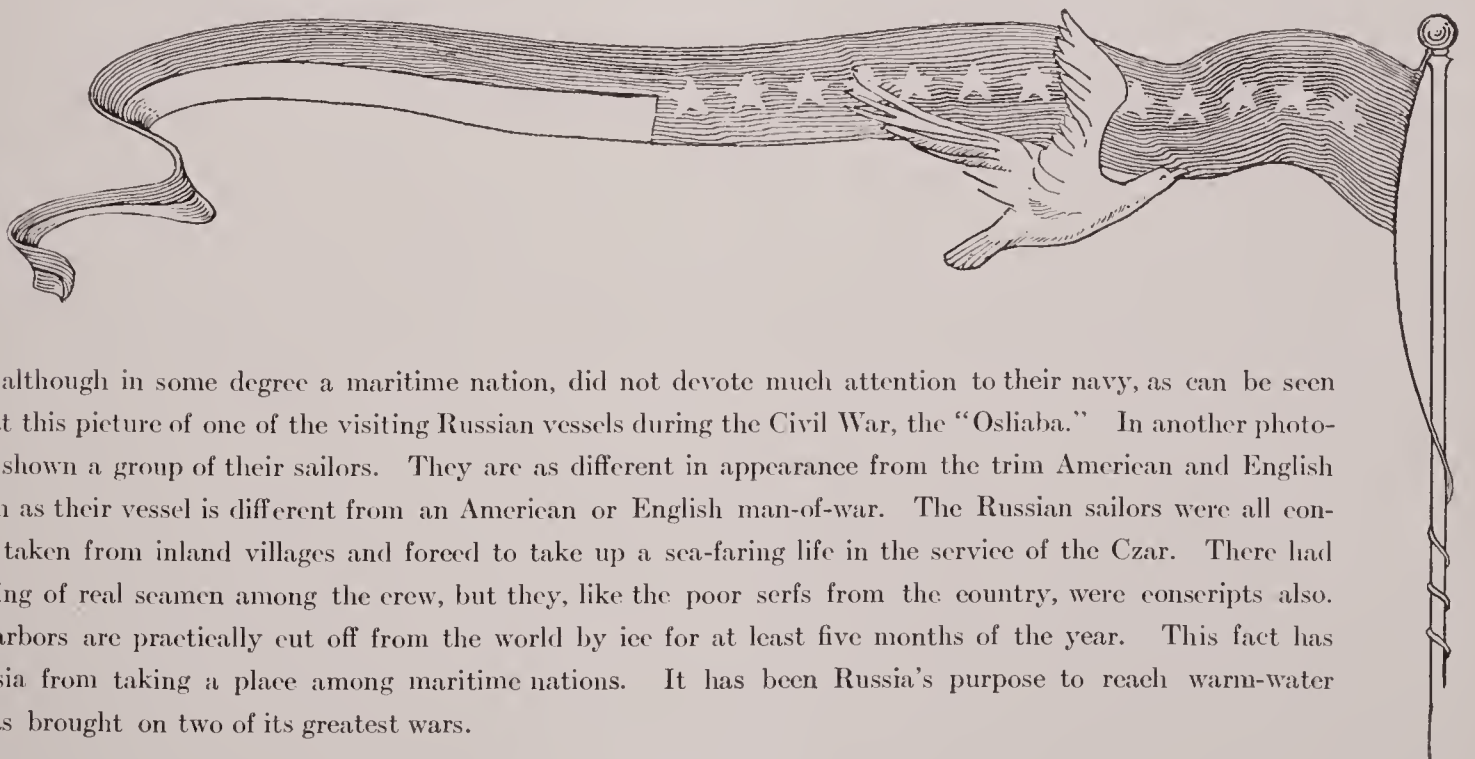
FOREIGN ALLIES

Here in the harbor of Alexandria, Va., the crew of the Russian frigate "Osliaba" have climbed into the rigging to view with the officers on the bridge the strange land to which they had been sent on a friendly mission. England was almost openly hostile to the North at the beginning of the war, while France better concealed its sympathies. Its diplomats were highly in favor of joining with Germany and Italy to aid Maximilian in setting up his monarchy in Mexico. The Federal navy was confronted from the start, not only with the problem of the blockade, but with that of providing sufficient fighting-ships to enable it to contend successfully with the navies of foreign powers in case complications arose. When Emperor Alexander ordered his warships to proceed to American waters, there was an end to rumors of foreign hostilities; and when one division of the Russian fleet entered New York Harbor and the other the Golden Gate, feasts of welcome awaited both officers and men who had come to augment the Federal navy at its most critical period.



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A FRIENDLY VISITOR



The Russians, although in some degree a maritime nation, did not devote much attention to their navy, as can be seen from a glance at this picture of one of the visiting Russian vessels during the Civil War, the "Osliba." In another photograph has been shown a group of their sailors. They are as different in appearance from the trim American and English men-of-war-men as their vessel is different from an American or English man-of-war. The Russian sailors were all conscripts, mostly taken from inland villages and forced to take up a sea-faring life in the service of the Czar. There had to be a sprinkling of real seamen among the crew, but they, like the poor serfs from the country, were conscripts also. The Russian harbors are practically cut off from the world by ice for at least five months of the year. This fact has prevented Russia from taking a place among maritime nations. It has been Russia's purpose to reach warm-water harbors that has brought on two of its greatest wars.



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LEADERS OF DIPLOMACY IN 1863

SECRETARY SEWARD AND NINE FOREIGN DIPLOMATS AT THE TIME WHEN CONFEDERATE CRUISERS ABROAD WERE AN INTERNATIONAL PROBLEM

No military picture of moving troops, no group of distinguished generals, could possibly hold the interest for students of the history of the Civil War that this photograph possesses. It is the summer of 1863. Gathered at the foot of this beautiful waterfall, as if at the end of a day's outing for pleasure, are ten men of mark and great importance. Here are William H. Seward, American Secretary of State, standing bareheaded, to the right. With him, numbered so that the reader can easily identify them, are (2) Baron De Stoeckel, Russian Minister; (3) M. Molena, Nicaraguan Minister; (4) Lord Lyons, British Minister; (5) M. Mercier, French Minister; (6) M. Schleiden, Hanseatic Minister; (7) M. Bertenatti, Italian Minister; (8) Count Piper, Swedish Minister; (9) M. Bodisco, Secretary Russian Legation; (10) Mr. Sheffield, Attaché British Legation; (11) Mr. Donaldson, a messenger in the State Department. These were ticklish times in diplomatic circles. Outwardly polite to one another, and on an occasion such as this probably lowering the bars of prescribed convention, many of these men would have liked to know what was going on in the brains of their associates, for diplomacy is but a game of mental hide-and-seek. More than any one else would Mr. Seward have desired at this moment to be gifted in the art of mind-reading. He would have liked to hear from Lord Lyons exactly what stand the British Government was going to take in relation to the Confederate cruisers that had been outfitted in Great Britain. He would have liked to hear also from Minister Mercier more on the subject of the vessels building in France that he had been in correspondence with John Bigelow about, and he would have liked to know exactly what Napoleon III was trying to do in Mexico, in the ambitious game of which Maximilian was a pawn. The Nicaraguan Minister would have appreciated a word himself on the latter subject; and Lord Lyons, in view of the presence of the Russian fleet, would have liked to pick the brain of Baron De Stoeckel, whose royal master, the Czar, had made such firm offers of friendship to the United States at just this hour. Mr. Schleiden, in view of what was to happen in the next few years, would have welcomed an outburst of confidence from M. Mercier, and for that matter, so would M. Bertenatti. But here they are, sinking all questions of statecraft and posing for the photographer as if the game of diplomacy was far from their minds and they were ordinary "trippers" seeing the sights



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THE COMMANDER WHO CLOSED IN ON CHARLESTON—DAHLGREN AND HIS STAFF

The South Atlantic blockading squadron was fortunate in being commanded by the best brains of the navy throughout the war. Admiral Du Pont, whose genius had helped to organize the Naval Academy at Annapolis, guided the fortunes of the squadron until July 6, 1863, when he was succeeded by Admiral Dahlgren (seer in the center of picture, his thumb thrust in his coat), who remained in command until after both Savannah and Charles-

ton had fallen. He was chosen by the Administration to recapture Fort Sumter and secure possession of Charleston. The task proved an impossible one. But Dahlgren in coopération with the military forces captured Morris Island and drew the cordon of the blockade closer about Charleston. Admiral Dahlgren was the inventor of a new form of cannon. He also introduced the light boat-howitzers which proved so useful in the blockading service.

When the war broke out, Samuel Phillips Lee, who was born in Virginia in 1811, had already seen twenty-six years of almost continuous service. During the Civil War he was frequently shifted, but everywhere set an example to the service. At the passage of Forts Jackson and St. Phillip he commanded the sloop-of-war "Onecida." He fought conspicuously in the battles of the Mississippi, from New Orleans to Vicksburg. In July of 1862 he was placed in command of the North Atlantic blockading squadron, making the blockade more effective than ever. Late in the war, in the summer of '64, he was transferred to the Mississippi squadron, keeping the Cumberland River open for the army.



The sloop below, attached to the blockading squadron during the war, won quite a name for herself, although not engaged in any of the larger actions, by capturing a number of prizes. In 1861, under Captain C. Green, she caught the blockade-runner "Alvarado" and took the British vessel "Aigburth" at sea laden with contraband intended for the Confederacy. On December 15th, of the following year, she captured the ship "Havclock" and a large brig that was trying to make the coast, laden with cloth and percussion-caps. The "Jamestown" was ordered to the East Indies September 11, 1862, where she remained till after the war's close. She had a roving commission full of adventure.

ADMIRAL S. P. LEE
NORTH ATLANTIC BLOCKADING
SQUADRON, 1862



A FAST SAILER
THE SLOOP-OF-WAR
"JAMESTOWN"

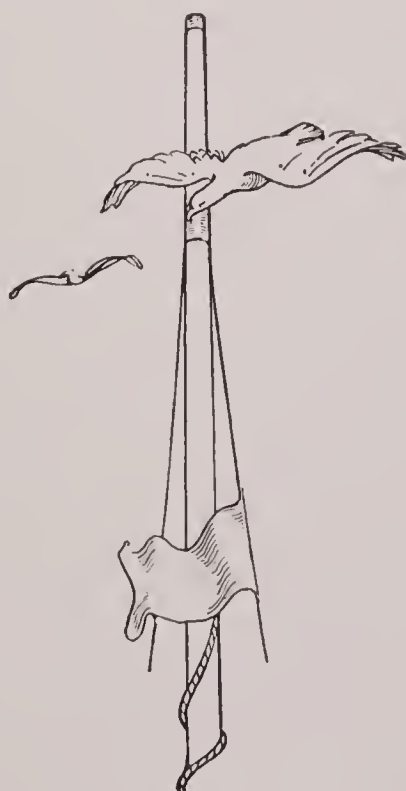




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APRIL, 1865—ALL THAT WAS LEFT OF THE IRONCLAD RAM "VIRGINIA NO. 2"

The Confederates had built the "Virginia No. 2" for the defense of the James River. She was commanded by Commodore R. B. Pegram, C. S. N., and was the flagship of Commodore John K. Mitchell, C. S. N., who with two other gunboats opposed the Federal fleet that was attempting to work its way up to Richmond. The pierced and battered smokestack of the "Virginia" shows how bravely she stood up to the fire of the Federal monitors and the Howlett's house batteries. The "Virginia" and her consorts were active in shelling General Butler's Dutch Gap canal. On October 22, 1864, the "Virginia" discovered a new Federal masked battery nearly two miles below Chaffin's Bluff. With her consorts she stood up for two hours against the fire of the 100-pounder Parrott rifles on the shore, at a range of 500 yards. On the night of January 23, 1865, Commodore Mitchell of the "Virginia" and



his fleet attempted to pass below the Federal obstructions in the river, but both the "Virginia" and the "Richmond" grounded and were exposed all the next day to a ruinous fire from the Federal batteries and gunboats. One 15-inch solid shot tore a terrific hole in the "Virginia," killing six and wounding fourteen of her crew. The tide at last floated her and the "Richmond." Nothing daunted, she again led the fleet down the river in a night expedition. The squadron reached Point of Rocks and was discovered by the Federals who, training a calcium light upon the channel, poured a terrific fire from their batteries. The "Virginia's" pilot was driven from the wheel-house. The Confederate gunboats retired. As the Federal lines were drawn more closely around Petersburg and Richmond, the "Virginia" at last was sunk with other vessels in the channel of the James as an obstruction to navigation.



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ON THE "PAWNEE"—THE SHIP THAT SAW SUMTER CAPTURED

The quarterdeck and starboard battery of U. S. S. "Pawnee" appear here from photographs taken in Charleston Harbor. Here on the morning of April 12, 1861, officers and crew watched in an agony of suspense the pitiless iron rain that fell upon Sumter in the bombardment that began the Civil War. The "Pawnee," the "Poeohontas," the "Harriet Lane," and the "Baltic," together with two tugs, had sailed from New York with provisions and reinforcements for Major Anderson's little garrison. As the vessels approached Charleston Harbor, before daylight of April 12th, they heard the boom of shotted guns; and in the gray dawn, smoke rose sullenly in the direction of Sumter. When daylight disclosed the Stars and Stripes still waving over the fort, amid the roar of heavy artillery, Com-



GUNS OF THE "PAWNEE"

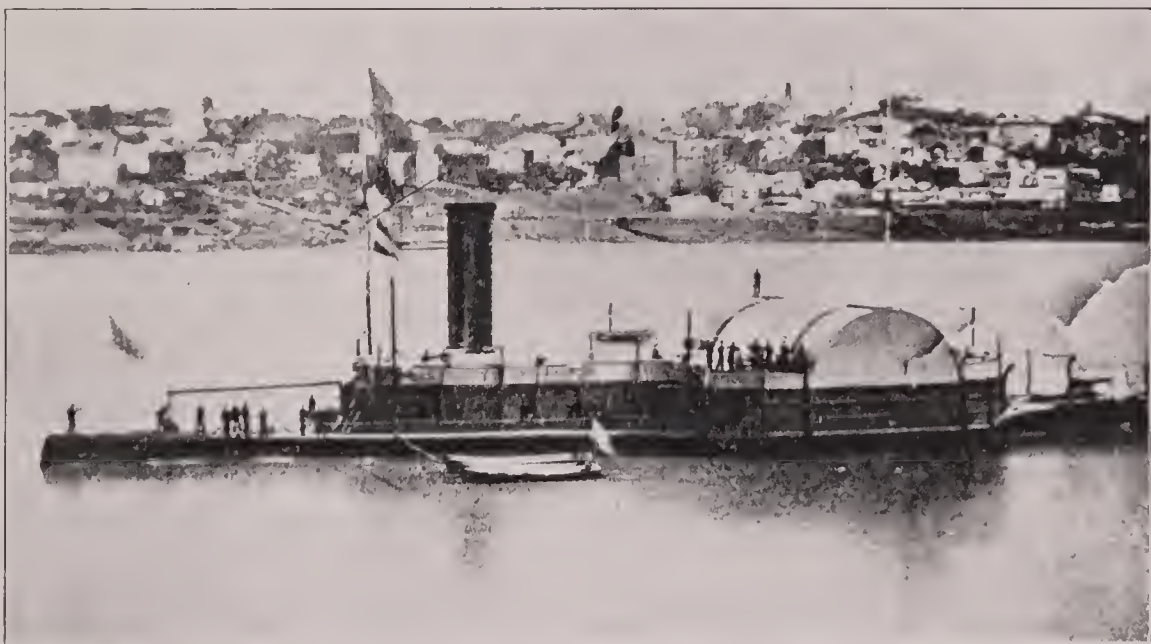
mander Stephen Clegg Rowan, of the "Pawnee," immediately volunteered to run his vessel in to the relief of the garrison. Lieutenant Gustavus V. Fox, later Assistant Secretary of the Federal Navy, in command of this expedition, would not consent to such a perilous undertaking, and the fleet lay helplessly by until the surrender of the heroic defenders at four o'clock in the afternoon of the 13th. The next day the garrison was taken off in the "Baltic." The "Pawnee" was next assigned to patrol duty in the Potomac, and on May 24th, in cooperation with the zouaves of the lamented Ellsworth, compelled the Confederates to evacuate Alexandria. Lieutenant Reigart B. Lowry landed and took formal possession of the town, with a detachment of seamen. This was the first Federal foothold in Virginia.



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A BESIEGING "TINCLAD"—THE "MARMORA"

This little "tinclad" Number 2, the "Marmora," under Acting Volunteer Lieutenant Robert Getty, played a lively part in the operations of Admiral Porter's squadron against Vicksburg. She and the "Signal" were the "tinclads" that reconnoitered up the torpedo-infested Yazoo, Dec. 11, 1862, and it was while protecting the "Marmora" from the Confederates along the bank that the luckless "Cairo" met her fate. The "Marmora" was with the fleet in Sherman's futile attack at Chickasaw Bayou. After the fall of Vicksburg, the squadron was divided into detachments to patrol the Mississippi and its tributaries, and the "Marmora" was assigned to the detachment of Lieutenant George M. Bache, the brave commander of the lost "Cincinnati." He, in the little veteran "Lexington," accompanied by the "Cricket" and "Marmora," went up the White River where the Confederates were massing. In the middle of August, 1863, the three little gunboats completely broke up the expedition that was being set afoot by the indefatigable General Price, whom it would have required an army of 20,000 to drive back. The pontoon-bridges in the river were destroyed, completely stopping the advance, and the "Cricket" captured the two vessels in his flotilla.



THE RAM "VINDICATOR" OFF VICKSBURG



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THE MEN WHO DARED—SAILORS ON THE "HARTFORD" AFTER PASSING THE NEW ORLEANS FORTS

On this page of unwritten history McPherson and Oliver, the New Orleans war-time photographers, have caught the crew of the staunch old "Hartford" as they relaxed after their fiery test. In unconscious picturesqueness grouped about the spar-deck, the men are gossiping or telling over again their versions of the great deeds done aboard the flagship. Some have seized the opportunity for a little plain sewing, while all are interested in the new and unfamiliar process of "having their pictures taken." The notable thing about the picture is the number of young faces. Only a few of the old salts whose bearded and weather-beaten faces give evidence of service in the old navy still remain. After the great triumph in Mobile Bay, Farragut said of these men: "I have never seen a crew come up like ours. They are ahead of the old set in small arms, and fully equal to them at the great guns. They arrived here a mere lot of boys and young men, and have now

fattened up and knocked the nine-inch guns about like twenty-four pounders, to the astonishment of everybody. There was but one man who showed fear and he was allowed to resign. This was the most desperate battle I ever fought since the days of the old 'Essex.'" "It was the anxious night of my life," wrote Farragut later. The spar-deck shown below recalls another speech. "Don't flinch from that fire, boys! There is a hotter fire for those who don't do their duty!" So shouted Farragut with his ship fast

aground and a huge fire-raft held hard against her wooden side by the little Confederate tug "Mosher." The ship seemed all ablaze and the men, "breathing fire," were driven from their guns. Farragut, calmly pacing the poop-deck, called out his orders, caring nothing for the rain of shot from Fort St. Philip. The men, inspired by such coolness, leaped to their stations again and soon a shot pierced the boiler of the plucky "Mosher" and sank her.



SPAR-DECK OF THE "HARTFORD"



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DECK OF THE U. S. S. "RICHMOND" AFTER SHE PASSED THE FORTS
THE MEN AT QUARTERS
COMMANDER JAMES ALDEN ON THE BRIDGE

Thus the crew was assembled the morning after that terrible night of fighting past Forts Jackson and St. Philip. The "Richmond" was the third vessel in line in the center division led by Farragut himself. Only two of her crew were killed and four injured, for Commander Alden had carefully prepared a splinter netting which caught the death-dealing pieces of plank and scantling, and prevented them from sweeping the gun-deck. Early in October, 1861, the "Richmond," under Captain John Pope, led the blockading vessels up the delta of the Mississippi to the Head of the Passes, where the stream broadens into a deep bay two miles wide, giving ample room for maneuvers. The Federal vessels were not to remain here long unmolested. In the dim dawn of Oct. 12th, Captain George Nicholas Hollins, C.S.N., stole upon the fleet unobserved. With his ironclad "Ma-



COMMANDER JAMES ALDEN

nassas" he rammed the "Richmond." A coal barge alongside the Federal vessel saved her from serious injury; the "Manassas," whose boilers were damaged by the collision, limped off up-stream. Soon after, three immense fire-rafts were sighted coming down-stream, and Captain Pope gave the signal for retreat. Both the "Richmond" and the "Vincennes" grounded on the bar at the outlet of Southwest Pass and the Confederate vessels again advanced to attack them. But they were driven off by the heavy broadsides and the guns of the plucky little "Water Witch." In command of Lieutenant Francis Winslow, she had not retreated with the other vessels, but had come down to beg Captain Pope to return. After this inglorious affair no further attempt was made to hold the Head of the Passes. A Federal vessel was then stationed off the mouth of each pass.



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KEARNY'S MEN AFTER THE BATTLE OF FAIR OAKS

This photograph directly illustrates Stedman's poem. It is June, 1862. Men of Kearny's brigade, one seated, others standing and sitting by, are gathered before the Widow Allen's house, now used as a hospital after those bloody days, May 31st and June 1st—the battle of Fair Oaks or Seven Pines. McClellan had advanced up the Peninsula to within five miles of Richmond. About noon of May 31st the Confederate attack on the Union troops about Seven Pines threatened to become heavy, but the message for reënforcements did not reach the commanding officer in the rear till three o'clock. General Kearny was sent forward. He thus reports: "On arriving at the field of battle we found certain zigzag rifle-pits sheltering crowds of men, and the enemy firing from abatis and timber in their front. General Casey remarked to me on coming up, 'If you will regain our late camp, the day will still be ours.' I had but the Third Michigan up, but they moved forward with alacrity, dashing into the felled timber, and commenced a desperate but determined contest, heedless of the shell and ball which rained upon them. . . . I directed General Berry [with the Fifth Michigan] to turn the slashings and, fighting, gain the open ground on the enemy's right flank. This was perfectly accomplished. The Thirty-seventh New York was arranged in column to support the attack. Its services in the sequel proved invaluable. In the meanwhile my remaining brigade, the One hundred and fifth and Sixty-third Pennsylvania, came up, under General Jameson. . . . Eight companies of the Sixty-third Pennsylvania, led by Lieutenant-Colonel Morgan and most spiritedly headed by General Jameson, aided by his daring chief of staff, Captain Potter, were pushed through the abatis (the portions never until now occupied by us), and nobly repelled a strong body of the enemy, who, though in a strong line and coming up rapidly and in order, just failed to reach to support this position in time, but who, nothing daunted and with a courage worthy a united cause, halted in battle array and poured in a constant heavy roll of musketry fire."



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KEARNY—"HOW WE SAW HIS BLADE BRIGHTEN"

In Brigadier-General Philip Kearny, Stedman selected as the hero of his poem one of the most dashing veteran soldiers in the Civil War. He had entered the army in 1838, at the age of twenty-two, but soon went to France to study cavalry methods. After several months in the school at Saumur he entered the French service and fought with conspicuous gallantry along with veterans of Napoleon in the Arab war against Abd-el-Kader that won Algeria to France. In the American-Mexican War, at the close of the battle of Churubusco, he made a charge into Mexico City, during which he received a wound that necessitated the amputation of an arm. His love of fighting led him across the Atlantic in 1859 to take part in the Italian War against the Austrians. His bravery at Magenta and elsewhere won him the cross of the Legion of Honor. At the outbreak of the Civil War he returned—to his death.



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THE BRAVEST OF THE BRAVE—THE CONFEDERATE IRONCLAD RAM "TENNESSEE"

Mobile Bay, on the morning of August 5, 1864, was the arena of more conspicuous heroism than marked any naval battle-ground of the entire war. Among all the daring deeds of that day stands out superlatively the gallant manner in which Admiral Franklin Buchanan, C. S. N., fought his vessel, the "Tennessee." "You shall not have it to say when you leave this vessel that you were not near enough to the enemy, for I will meet them, and then you can fight them alongside of their own ships; and if I fall, lay me on one side and go on with the fight." Thus Buchanan addressed his men, and then, taking his station in the pilot-house, he took his vessel into action. The Federal fleet carried more power for destruction than the combined English, French, and Spanish fleets at Trafalgar, and yet Buchanan made good his boast that he would fight alongside. No sooner had Farragut crossed the torpedoes than Buchanan matched that deed, running through the entire line of Federal vessels, braving their broadsides, and coming to close quarters with most of them. Then the "Tennessee" ran under the guns of Fort Morgan for a breathing space. In half an hour she was steaming up the bay to fight the entire squadron single-handed. Such boldness was scarce believable, for Buchanan had now not alone wooden ships to contend with, as when in the "Merrimac" he had dismayed the Federals in Hampton Roads. Three powerful monitors were to oppose him at point-blank range. For nearly an hour the gunners in the "Tennessee" fought, breathing powder-smoke amid an atmosphere superheated to 120 degrees. Buchanan was serving a gun himself when he was wounded and carried to the surgeon's table below. Captain Johnston fought on for another twenty minutes, and then the "Tennessee," with her rudder and engines useless and unable to fire a gun, was surrendered, after a reluctant consent had been wrung from Buchanan, as he lay on the operating table.





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LEADERS ON SEA AND LAND—FARRAGUT AND GRANGER AFTER THE BATTLE OF MOBILE BAY

This splendid picture shows the calm and finely-molded features of the great admiral just after the accomplishment of a feat which save in bravery o'er-topped his great achievement of the passage of the forts below New Orleans. There Farragut had done what was pronounced impossible, but at Mobile he had fought his way through dangers ten times more formidable. Here, with the modesty which ever characterized him, he sits within the captured Fort Gaines on Dauphin Island, discussing with General Gordon Granger plans for the combined attack by which Fort Morgan was taken on August 22, 1864. It was to Granger that Mobile finally surrendered.



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LUCIUS Q. C. LAMAR IN 1879

Taken only five years after his "Eulogy of Sumner," this photograph preserves the noble features of Lamar as he stood before the House of Representatives in 1874. He was born in Georgia in 1825, studied at Emory College in that State, graduating at twenty; and soon began the practice of law. In a few years he moved to Oxford, Mississippi, where he became a professor of mathematics in the State University, and continued his legal practice. His reputation as a speaker dates from 1851, when he met Senator Foote in joint debate and was borne from the platform in triumph by the students of the University. Six years later he went to Congress from that district. During the war he served in the army until his health gave way, when he was sent as commissioner to Russia. In 1872 he was elected to Congress. Two years later, he was the best known Southerner in Washington because of his "Eulogy of Sumner." From 1877 to 1885 he represented Mississippi in the Senate. In 1885 he became Secretary of the Interior under Cleveland, and in 1887 he was appointed to the Supreme Court, where he served with distinction. His death in 1893 called forth tributes to his noble character and high patriotism from North and South alike.



OFFICERS OF THE "ALABAMA" IN 1862

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From left to right: First Lieut. John M. Kell; Surgeon David H. Llewellyn; Capt. Raphael Semmes; Third Lieut. Joseph D. Wilson; Lieut. P. Schroeder; Master J. P. Bullock; Lieut. Arthur Sinclair; Chief Engineer Miles D. Freeman; Lieut. Richard F. Armstrong; Capt.'s Clerk W. B. Smith; Surgeon Francis L. Galt; Asst. Engineer William P. Brooke; Midshipman Eugene Maffitt; Midshipman E. M. Anderson; Master's Mate George T. Fullman; Lieut. of Marines Becker K. Howell; Carpenter William Robinson; Paymaster Clarence R. Yonge; Fifth Lieut. John Lowe; Asst. Engineer S. W. Cummings. The portraits here grouped were taken in London in 1862 before the departure on August 13th in the steamer "Bahama" to join "Ship No. 290," built at the Lairds' shipyard, which received her guns and crew on the high seas off the Azores.



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FORT MORGAN—A BOMBARDMENT BRAVELY ANSWERED

The battered walls of Fort Morgan, in 1864, tell of a terrific smashing by the Federal navy. But the gallant Confederates returned the blows with amazing courage and skill; the rapidity and accuracy of their fire was rarely equalled in the war. In the terrible conflict the "Hartford" was struck twenty times, the "Brooklyn" thirty, the "Octorara" seventeen, the "Metacomet" eleven, the "Lackawanna" five, the "Ossipee" four, the "Monongahela" five, the "Kennebee" two, and the "Galena" seven. Of the monitors the "Chickasaw" was struck three times, the "Manhattan" nine, and the "Winnebago" nineteen. The total loss in the Federal fleet was 52 killed and 170 wounded, while on the Confederate gunboats 12 were killed and 20 wounded. The night after the battle the "Metacomet" was turned into a hospital-ship and the wounded of both sides were taken to Pensacola. The pilot of the captured "Tennessee" guided the Federal ship through the torpedoes, and as she was leaving Pensacola on her return trip Midshipman Carter of the "Tennessee," who also was on the "Metacomet," called out from the wharf: "Don't attempt to fire No. 2 gun (of the "Tennessee"), as there is a shell jammed in the bore, and the gun will burst and kill some one." All felt there had been enough bloodshed.



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THE "MONONGAHELA"—A FEARLESS WOODEN SHIP

To this "heart of oak" belongs the distinction of being the first vessel to ram the huge Confederate ironclad "Tennessee." After Farragut, crying, "Damn the torpedoes!" had astounded both the Confederates and his own fleet by running the "Hartford" right through the line of submarine volcanoes, the "Tennessee" moved down with the intention of ramming the wooden ships in turn. She missed the "Hartford" and then the "Richmond," which escaped across the line of torpedoes like the flagship. In attempting to ram the "Lackawanna," the Confederate ironclad swung abeam of the channel, exposing her side full and fair to the "Monongahela," which had been fitted with an artificial iron prow. Commander Strong endeavored to seize the opportunity to ram; but, owing to the fact that the "Kennebec" was lashed to her side, the "Monongahela" could not attain full speed, and only a glancing blow was struck. Later, when the "Tennessee" came up single-handed to attack the fleet above the forts, Farragut ordered the wooden vessels to try the effect of ramming the ironclad. Again the "Monongahela" was the first to advance to the attack and succeeded in striking the "Tennessee" fair amidships. So violent was the shock that many of the men on both vessels were knocked down. The blow, which would have sunk any vessel in the Federal fleet, did no more harm to the "Tennessee" than it did to the "Monongahela." Her iron prow was wrenched off and the butt-ends of her bow planks were shattered, while only a small leak was started in the "Tennessee."

MRS. U. S.
GRANT

MRS. NELLIE
GRANT SARTORIS

GENERAL
U. S. GRANT

COLONEL FREDERICK D. GRANT,
ELDEST SON

JESSE R. GRANT,
YOUNGEST SON



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U. S. GRANT, JR.,
THE
SECOND
SON

JULIA GRANT,
DAUGHTER
OF
F. D. GRANT

ULYSSES
S. GRANT,
THIRD SON OF
F. D. GRANT

IDA HONORÉ
GRANT,
WIFE OF
F. D. GRANT

NELLIE
GRANT,
DAUGHTER OF
JESSE R. GRANT

MRS. ELIZABETH
C. GRANT,
WIFE OF
JESSE R. GRANT

"THE TRAGEDY AT MOUNT MCGREGOR"—GRANT AND HIS FAMILY, JULY 19, 1885

On July 16th, three days before this photograph was taken, the general was removed to a summer cottage on Mount McGregor, near Saratoga Springs. Exactly a week later, July 23, 1885, he breathed his last amid the family here assembled. No period of Ulysses S. Grant's life was more heroic than its closing months. He had remained in excellent health up to Christmas of 1883. In the summer of 1884 he was annoyed by unpleasant sensations in his throat. He paid little attention to the symptoms until autumn. A physician, calling one day in October, made an examination that alarmed him. He advised that a specialist be called at once. Cancer of the throat had set in. The annoying sensations at length became painful, and in December the disease had so far advanced that to drink even liquid food was torture. General Badeau says: "He was in no way dismayed, but the sight was to me the most appalling I had ever witnessed—the conqueror looking at his own inevitable conqueror; the stern soldier to whom so many armies had surrendered, watching the approach of that enemy before whom even he must yield." Yet the stricken chief continued work upon his "Memoirs." He could not now dictate to an amanuensis, so he wrote with a hand quivering with pain upon pads placed in his lap. There is something peculiarly noble in this determination to provide by his own efforts a competence for his family. What effect his departure had on the country is told in the Introduction to this volume, but the demonstrations were not confined to America. On August 4th a memorial service was held in the English temple of fame, Westminster Abbey. No less a dignitary than Canon Farrar delivered the funeral address. The civilized world joined in the mourning. Tributes to his memory extended over many years. In 1896, the Chinese statesman, Li Hung Chang, left a memorial at his tomb on Riverside Drive, New York City. Grant's fame is a secure American possession.



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LEE IN '63—"EVERY INCH A SOLDIER"

The words of General Charles Francis Adams are fittingly borne out by this magnificent likeness, taken by Vannerson of Richmond in 1863, when Lee was at the height of his military power. He wears a handsome sword and sash presented to him by ladies of Baltimore just previously. Some of the ladies of Richmond had made a set of shirts for their hero, and asked him for his portrait on one of his visits to Richmond. Out of compliment to the ladies, General Lee wore one here; the turnover collar, high in the neck, clearly identifies this portrait.



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“I CAN ONLY SAY HE IS A CONFEDERATE GRAY”—LEE ON “TRAVELLER”

This famous photograph of Lee on “Traveller” was taken by Miley, of Lexington, in September, 1866. In July of that year Brady, Gardner, and Miley had tried to get a photograph of the general on his horse, but the weather was so hot and the flies accordingly so annoying that the pictures were very poor. But the September picture has become probably the most popular photograph in the South. In the Army of Northern Virginia the horse was almost as well known as his master. It was foaled near the White Sulphur Springs in West Virginia, and attracted the notice of General Lee in 1861. Lee’s affection for it was very deep and strong. On it he rode from Richmond to Lexington to assume his duties as president of Washington College. During the remainder of his life “Traveller” was his constant companion. His son records that the general enjoyed nothing more than a long ride, which gave him renewed energy for his work. In one of his letters while away from home he said: “How is Traveller? Tell him I miss him dreadfully, and have repented of our separation but once—and that is the whole time since we parted.”



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“WITH A HOME NO LONGER HIS”

The massive Doric pillars of the home of Robert E. Lee are, in June, 1864, the background for a group of Federal soldiers. Around this splendid colonial mansion cluster memories of the whole course of American history. It was built by the adopted son of Washington, George Washington Parke Custis, grandson of his wife Martha Custis. On the death of Martha Washington in 1802, he erected this lordly mansion with the front in imitation of the Temple of Theseus at Athens. Within were stored memorials brought from Mount Vernon—pictures, silver-service, and furniture. Here Custis entertained with a lavish hospitality. Lafayette was a guest of honor on his visit to this country. In 1831, in the room to the left of the main hall, the only daughter of the house was married to Lieutenant Robert E. Lee. In 1861 the estate was confiscated and occupied by Federal troops. The family heirlooms were removed, many of them eventually finding their way to the National Museum in Washington and others to their original abiding-place, Mount Vernon. The grounds became a national cemetery; the first person buried there being a Confederate soldier. In 1864 the estate was sold at auction for delinquent taxes for \$26,100 to the National Government. After the war General Lee made small effort to recover the property, but in 1877 George Washington Custis Lee, the heir under the law, established his title to the place and received therefor \$150,000. Thus the resting-place of some 20,000 American soldiers passed permanently into the possession of the American nation.



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“AND WE STORMED THE WILD HILLS OF RESACA”

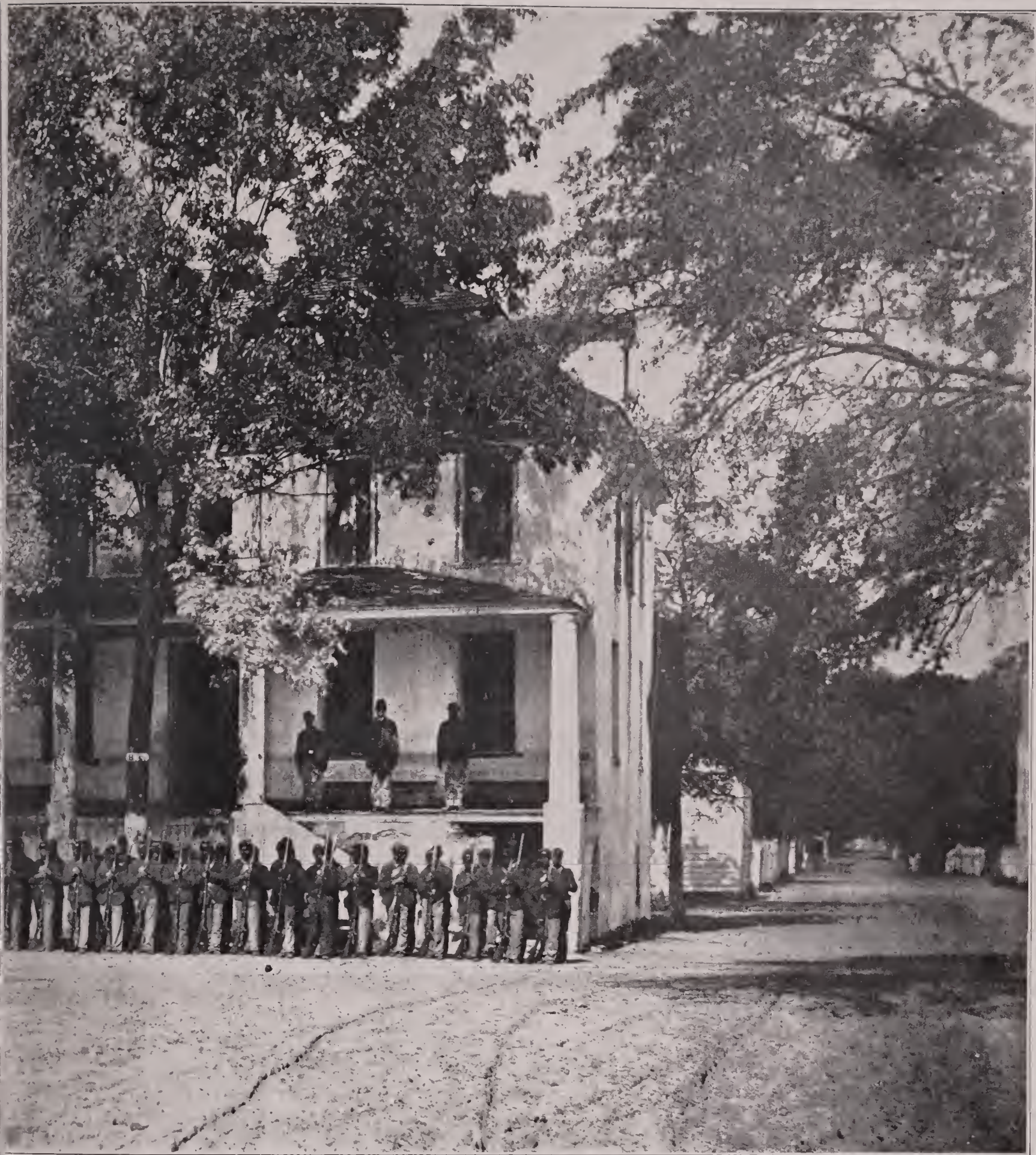
A SCENE AFTER SHERMAN'S MARCH

This freshly turned earth on the entrenchments at Resaca, over which the weeds have shot up in the spring weather of 1864, witnessed the even-handed struggle of May 14–15th, to which Byers refers. The heavy timber made the movement of troops very difficult, but it was of advantage to the Confederates behind their fortifications. In one case the attackers under General Henry M. Judah were moving up a valley to storm a salient, when they were met by a murderous fire from the edge of the woods in front as well as from the right. The bluffs proved too steep for even their dash and courage. At another point General J. D. Cox's men charged directly upon the entrenchments and drove the opposing force out after a fierce struggle. Artillery from higher up the slope then opened upon the Federals, so that they had to use the reverse of the work just captured, strengthening it with small timber, like that in the picture, till reinforcements came. All the fighting was of this nature. As soon as Sherman got into position to march across the river to Johnston's rear, that wary general retreated, leaving all the “wild hills” in the possession of the Federals.



TO ILLUSTRATE "SAMBO'S RIGHT TO BE KILT"

A beautiful Southern mansion stands in flickering shadows of walnut and elm and white oak, and in front are some of the negro troops that have been formed from "contrabands." The passions of the period waxed particularly bitter over the question of employing Negroes in warfare. Charles Graham Halpine comes to the rescue, in his poem that follows on page 176, with a saving sense of Irish humor. He suggests that "men who object to Sambo should take his place and fight." As for himself, he will object not at all "if Sambo's body [174]



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GUARD OF COLORED TROOPS AT THE PROVOST-MARSHAL'S—BEAUFORT, NORTH CAROLINA, 1864

should stop a ball that was coming for me direct." This recalls Artemas Ward's announcement of his own patriotism, which he said he had carried so far that he was willing for all his wife's relatives to go to the front! The human side of this problem helps to solve it, as with others. Certainly, the line above presents a firm and soldierly front. Many of the colored regiments came to be well-disciplined and serviceable. Their bravery is attested by the loss of life at Battery Wagner and in the charges at the Petersburg crater.



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“OUR CAMP-FIRES SHONE BRIGHT ON THE MOUNTAIN”

The war-time view of the Chattanooga River, from Lookout Mountain, gives a good notion of the country through which Sherman advanced on the first half of his “march to the sea.” Byers reckons this famous military operation as beginning with the campaign against Joseph E. Johnston. Sherman’s forces were centered at Ringgold, a little south of the point here pictured. The fighting in this campaign was of the most picturesque variety. Johnston was a master of defensive warfare. The mountainous nature of the country enabled him to entrench his forces at every step. He could always wait to be attacked, could always be sure of having the advantage in position, and could retreat through the passes to a new stand before the Federal forces could arrive. The Union troops, on the other hand, must advance along the railway to keep in touch with their base of supplies in the rear, must fight their way through forests, over boulders, across torrents and broad rivers, ever in the face of a vigilant foe. Thus from May 6th to September 2d, 1864, Sherman fought every foot of his way into the city of Atlanta. “Each valley and glen” had seen some of his sturdy followers fall, but his victorious banners fluttered in the breeze on every mountain side.



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“BUT TO-DAY FAIR SAVANNAH IS OURS”

Byers' line celebrates a triumph fresh when this charming view of the Savannah River was taken. Drooping live-oaks and tangled vines give the scene an air of almost tropical luxuriance. The far gleam of the river from across the level marshes adds just the picture to accompany the song "that echoed o'er river and lea." The march from Atlanta to Savannah is the operation usually thought of when the famous phrase, "March to the Sea" is uttered. It was November 15, 1864, when Sherman's army "swept out from Atlanta's grim walls" after the total destruction of the military resources of the city. The undertaking was considered one of unparalleled daring. For more than a month the North heard not a word of Sherman and his men. Conjectures as to his whereabouts and activities were of the wildest. But, as a matter of fact, the undertaking was proving one long holiday. There were no Confederate troops sufficient to check the Northern forces. Their foraging parties provided all the soldiers could desire. Indeed, Sherman wrote his wife, "We have lived sumptuously,—turkeys, chickens, and sweet potatoes all the way." Yet the greatness of the expedition grew on him. Before the end of the year he wrote, "Like one who has walked a narrow plank, I look back and wonder if I really did it." He did well to wonder. The journals of the civilized world were loud in his praise. Scores of poems heralded him. Byers' song gave additional fame by its captivatingly romantic title.



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“REYNOLDS FELL, WITH SOUL UNQUAKING”

McPHERSON'S WOODS AT GETTYSBURG—ILLUSTRATION FOR LATHROP'S “ODE”

Matthew Brady, the wizard who preserved so many war scenes, is here gazing across the field toward the woods where Reynolds fell. About ten o'clock in the morning, July 1st, the brigade of the Confederate General Archer and the Federal “Iron Brigade,” directed by General Reynolds, were both trying to secure control of this strip. Reynolds was on horseback in the edge of the woods, impatient for the troops to come up so that he could make the advance. As he turned once to see how close they were, a Confederate sharpshooter from the depths of the thicket hit him in the back of the head. He fell dead without a word. General Hunt says of him: “He had opened brilliantly a battle which required three days of hard fighting to close with a victory. To him may be applied in a wider sense than in its original one, Napier's happy eulogium on Ridge: ‘No man died on that field with more glory than he, yet many died, and there was much glory.’” Thus his name is inseparably linked with the history of his country at a turning-point in its course.



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“JOHN BURNS STOOD AT HIS COTTAGE DOOR”

These photographs present at his home the man of whom Harte wrote the half-humorous poem. According to common report, Burns was seventy years old when the battle was fought. In the war of 1812, though still a youth, he had been among the first to volunteer; and he took part in the battles of Plattsburg, Queenstown, and Lundy's Lane. In 1846 he again volunteered for service in the American armies, and served through the Mexican War. At the beginning of the Civil War he tried to enlist once more, but the officer told him that a man of sixty-seven was not acceptable for active service. He did, however, secure employment for a time as a teamster but was finally sent home to Gettysburg. To keep him contented his townsmen elected him constable of the then obscure village. He took his duties very seriously. When General Lee's troops entered the place



WITH HIS WIFE AFTER THE BATTLE

in June, 1863, Burns asserted his authority in opposition to that of the Confederate provost-guard and was accordingly locked up. But no sooner had the troops left the town than he began to arrest the stragglers of the army. On July 1st, the first day of the battle of Gettysburg, the old man borrowed a rifle and ammunition from a Federal soldier who had been wounded, went west of the town to the point of heaviest fighting, and asked to be given a place in the line. The colonel of the Seventh Wisconsin handed him a long-range rifle and allowed him to join the other troops. There he fought like a veteran. When the Union forces were driven back by superior numbers, Burns fell into the hands of the Confederates and came very near being executed as an ununiformed combatant. Though wounded in three places, he recovered and lived here until his death in 1872.



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“THE VERY TREES WERE STRIPPED AND BARE”

This picture of cannonaded trees on Culp's Hill, and the views herewith of Round Top and Cemetery Ridge, carry the reader across the whole battlefield. Culp's Hill was the scene of a contest on the second day. Lee's plan on that day was to attack the right and left flanks of the Union army at the same time. Longstreet's attack on the left, at Little Round Top, approached a victory. Ewell's attack on the right at Culp's Hill, although made later than intended, came near complete success. His cannonading, the effects of which appear in the picture, was soon silenced, but the infantry forces that assaulted the positions on the extreme right found them nearly defenseless because the troops had been sent to reënforce the left. About sunset General Edward Johnson led this attack, which was repulsed by the thin but well fortified line under command of General George S. Greene. About nine o'clock Johnson walked into the undefended works of the extreme right. The next morning he was soon driven out, but the Union peril had been great.



THE CONQUERED BANNER—WAVING FREE IN '61

The first Confederate flag made in Augusta, Georgia, swells in the May breeze of 1861. It has two red bars, with a white in the middle, and a union of blue with seven stars. The men who so proudly stand before it near the armory at Macon are the Clinch Rifles, forming Company A of the Fifth Georgia Infantry. The organization was completed on the next day—May 11th. It first went to Pensacola. From after the battle of Shiloh to July, 1864, it served in the Army of Tennessee, when it was sent to the Georgia coast, later serving under General Joseph E. Johnston in the final campaign in the Carolinas. It was conspicuous at Chickamauga, where its colonel commanded a brigade. His account of the action on September 20, 1863, is well worth quoting: "The brigade, with the battery in the center, moved forward in splendid style about 100 yards, when the enemy opened a galling fire from the front and left flank, enfilading the entire



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“ONCE TEN THOUSANDS HAILED IT GLADLY”

line with canister and small-arms. The engagement now became terrific and the position of my brigade extremely critical. The troops, however, stood nobly to the work before them, and, steadily advancing, surmounted the hill on which the enemy's breastworks were, the battery moving with the line, and rendering effective service. The enemy were driven from their breastworks, and Brigadier-General Maney's brigade coming up at this opportune moment, charged them, and the contest was over. At daylight on Monday morning the enemy was found to have sought safety in flight under the cover of darkness." During the battle the regiment lost 194 men, a percentage of 54.95. The next highest recorded loss was 42.78. Ryan's words, "Those who once unrolled it," can appropriately be quoted under this spirited scene. And another phrase, "Cold and dead are lying now," fits too sadly well the careers of these volunteers from Georgia.



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LINCOLN

THE LAST SITTING—ON THE DAY OF LEE'S SURRENDER

On April 9, 1865, the very day of the surrender of Lee at Appomattox, Lincoln, for the last time, went to the photographer's gallery. As he sits in simple fashion sharpening his pencil, the man of sorrows cannot forget the sense of weariness and pain that for four years has been unbroken. No elation of triumph lights the features. One task is ended—the Nation is saved. But another, scarcely less exacting, confronts him. The States which lay "out of their proper practical relation to the Union," in his own phrase, must be brought back into a proper practical relation. But this task was not for him. Only five days later the sad eyes reflected upon this page closed forever upon scenes of earthly turmoil. Bereft of Lincoln's heart and head, leaders attacked problems of reconstruction in ways that proved unwise. As the mists of passion and prejudice cleared away, both North and South came to feel that this patient, wise, and sympathetic ruler was one of the few really great men in history, and that he would live forever in the hearts of men made better by his presence during those four years of storm.



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BEFORE CHICKAMAUGA—IN THE RUSH OF EVENTS

Rarely does the camera afford such a perfectly contemporaneous record of the march of events so momentous. This photograph shows the hotel at Stevenson, Alabama, during the Union advance that ended in Chickamauga. Sentinels are parading the street in front of the hotel, several horses are tied to the hotel posts, and the officers evidently have gone into the hotel headquarters. General Alexander McDowell McCook, commanding the old Twentieth Army Corps, took possession of the hotel as temporary headquarters on the movement of the Army of the Cumberland from Tullahoma. On August 29, 1863, between Stevenson and Caperton's Ferry, on the Tennessee River, McCook gathered his boats and pontoons, hidden under the dense foliage of overhanging trees, and when ready for his crossing suddenly launched them into and across the river. Thence the troops marched over Sand Mountain and at length into Lookout Valley. During the movements the army was in extreme peril, for McCook was at one time three days' march from Thomas, so that Bragg might have annihilated the divisions in detail. Finally the scattered corps were concentrated along Chickamauga Creek, where the bloody struggle of September 19th and 20th was so bravely fought.

“WITH THE MIEN
OF BUT
A SOLDIER
IN THE RANKS”



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THE COMMANDER
OF THE ARMIES
GRANT
IN JULY, 1864

Here Grant's dress is nearer uniform than usual. A veteran recalls that it consisted ordinarily of a plain old army hat—"slouch," as it was called—and fatigue coat, pretty well worn, with very little insignia of rank for outward show. Thus he was frequently taken by the soldiers along the line for some old cavalryman who was investigating affairs he knew nothing about. In his tours General Grant was often stopped by the guards around the camps and compelled to identify himself before the men would permit him to pass. It sometimes happened that the sentries knew the General well enough by sight, but since he was not in full uniform and bore no insignia of rank, they would solemnly compel him to halt until they could call for the officer of the guard, who would formally examine the general as to his identity.



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THE FIRST FEDERAL BLOCKADING SQUADRON
PHOTOGRAPHED BY A CONFEDERATE IN '61

This dimmed Confederate photograph of early in 1861 ranks as a unique historical document—for it shows, beyond Fort Pickens on the point of Santa Rosa Island, the Federal squadron that began the blockade on the Atlantic coast. Two tiny figures at the lower right gaze across the waters—Confederates who little dream how mighty a part those ships and their sisters will play in the coming struggle. The view was taken from the lighthouse by Edwards of New Orleans. The relief of Fort Pickens was the first dramatic incident of the war in which the navy played a part. In January, 1861, the "Brooklyn," Captain W. S. Walker, was sent with some United States troops on board to reinforce the little garrison at Fort Pickens. But, owing to the conciliatory policy of the Buchanan Administration, a joint-order from the Secretary of War and the Secretary of the Navy was sent to the naval and military commanders on January 29th, instructing them not to land the troops unless Fort Pickens should be attacked. On April 12th Lieutenant John L. Worden, later of "Monitor" fame, arrived with a special message from Secretary Welles, and that night the fort was saved by soldiers landed from the "Brooklyn."



THE LATEST TYPE OF "IRON SEA-ELEPHANT" IN 1864

After having steadily planned and built monitors of increasing efficiency during the war, the Navy Department finally turned its attention to the production of a double-turreted ocean cruiser of this type. The "Onondaga" was one of the first to be completed. In the picture she is seen lying in the James River. There, near Howlett's, she had steamed into her first action, June 21, 1864, with other Federal vessels engaging Battery Dantzler, the ram "Virginia," and the other Confederate vessels that were guarding Richmond. The "Onondaga" continued to participate in the closing operations of the navy on the James. Of this class of double-turreted monitors the "Monadnock"; and the "Miantonomoh" startled the world after the war was over. Foreign and domestic skeptics maintained that Gustavus Vasa Fox, Assistant Secretary of the Navy, who had earnestly advocated the construction of monitors while the type



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THE DOUBLE-TURRETED MONITOR "ONONDAGA"

was still an experiment, had merely succeeded in adding so many "iron coffins" to the navy. It was asserted that no monitor would prove seaworthy in heavy weather, to say nothing of being able to cross the ocean. In the spring of 1866, therefore, the Navy Department determined to despatch the "Miantonomoh" across the Atlantic; and, to show his faith in the "iron coffins" he had advocated, Assistant Secretary Fox embarked on her at St. John, N. B., on June 5th. Meanwhile the "Monadnock" had been despatched around the Horn to San Francisco; her progress was watched with far greater enthusiasm than that of the "Oregon" during the Spanish War. The "Miantonomoh" reached Queenstown in safety, after a passage of ten days and eighteen hours, and about the same time the "Monadnock" arrived at her destination, thus proving beyond cavil both the speed and seaworthiness of the American monitor.



THE "MAHOPAC" ON ACTIVE SERVICE

The monitor "Mahopac," as she floated in the James near Bermuda Hundred in 1864, illustrates one of the newer types completed in 1864. The lower picture gives a good idea of her deck. The gun-ports of her turret are open. The coffin-like hatchway in the foreground was the only means of entrance. In action or rough weather this was tightly closed. Air-holes with their gratings are seen at intervals about the deck, but these too had to be closed during a storm. It was almost a submarine life led by the officers and crew in active service. Every opportunity was seized to get above deck for a breathing space. The "Mahopac" had a crew of 92 men. Her first engagement was with Battery Dantzler in the James River, Nov. 29, 1864. In December, 1864, and January, 1865, the "Mahopac" was in the first line of the ironclads that bombarded Fort Fisher. Her men declared that she silenced every gun on the sea-face of that fort.

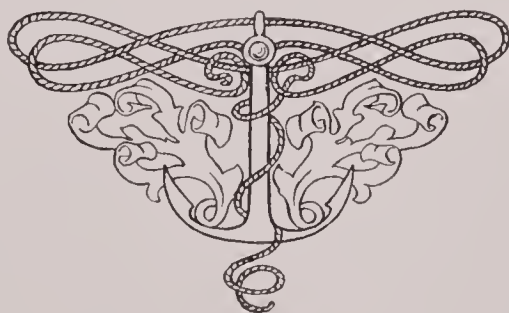




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THE FLAGSHIP "WABASH"—THE PRIDE OF THE NAVY IN '61

Sights such as this photograph conveys have passed forever. The type of vessel pictured here is now as obsolete as the great "Harry" of King Henry VIII or a Spanish galleon of King Philip. But what a beautiful sight she presents; the long clean sweep of her spar-deck, her standing rigging as taut as fiddle-strings, and all her running gear coiled and flemished down—no wonder that the "Wabash" was the pride of the navy, and that her crew pointed to the name on their caps with pride when they were ashore. The "Wabash" was a steam frigate of the first rating. No finer vessel could have been found in any foreign navy. She displaced 3,274 tons, carried two 10-inch pivot guns on her spar-deck and a broadside of fourteen 8-inch guns; on her gun-deck she carried twenty-eight 9-inch guns and two 12-pounders. On the deck stands a little group of three—Admiral Du Pont, who was in command of the South Atlantic blockading squadron, her Captain, C. R. P. Rodgers, and Commander Corbin. Until the ironclad appeared, such ships as the "Wabash", though small in number, gave to the United States navy a prestige wherever the flag was flown.





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THE NAVY'S SEAT OF LEARNING

Among the multifarious distinguished services of the scholarly and versatile Bancroft was his founding of the Naval School while Secretary of the Navy in 1845. It was reorganized and renamed the Naval Academy in 1850. In the picture above we see part of the water-front and the landing as it appeared after the war when the peaceful study of naval science had again been resumed here, the Academy having been moved to Newport, Rhode Island, during the war. While George Bancroft, approaching three-score years and ten, was writing history in New York during the great civil struggle, the graduates of the school he founded were making history as officers on the fighting-ships of both North and South. As West Point furnished the military brains for both armies, so Annapolis produced the men whose famous deeds afloat were the glory of both navies. No less than 322 officers resigned from the United States navy and entered the Confederate navy, and 243 of these were officers of the line. Thus nearly a fourth of the officers of the navy at the beginning of 1861 espoused the cause of the South. It was classmate against classmate afloat as well as ashore.



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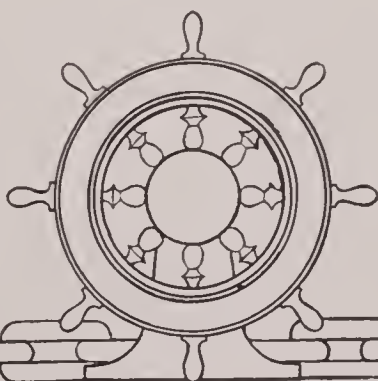
MARINES AT THE WASHINGTON NAVY YARD



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THE "BLACKHAWK," PORTER'S FAMOUS MISSISSIPPI FLAGSHIP PHOTOGRAPHED OFF MEMPHIS, JUNE, '64

This wooden vessel, formerly a powerful river steamer, was armed and added to the Mississippi squadron soon after Porter took command. She was the admiral's flagship on the first expedition up the Yazoo. As the Stars and Stripes were run up on the courthouse at Vicksburg, July 4, 1863, the "Blackhawk," bearing Admiral Porter and his staff, swept proudly up to the levee and received on board General Grant, with many of his officers. They "were received with that warmth of feeling and hospitality that delights the heart of a sailor." Outwardly unmoved, Grant received the congratulations of the officers of the navy upon the greatest victory of the war so far—a victory which the river squadron had helped so materially to win. Again the "Blackhawk" steamed away on active service as Porter's flagship to lead the futile Red River expedition.





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WITH ALL SAILS SET

Despite the presence of magnificent force and might in the great modern vessel of war that rates from twelve to twenty thousand tons, there is little that suggests the romance of the sea about the huge mass of steel, magnificent and formidable though it may appear. The modern ship is sexless, or rather masculine. But no one would apply to such a fine old war-vessel as is pictured here, the training-ship "Saratoga," anything less than the sailor's half-endearing term of femininity. Ships, just as we see this one, fought in the War of the Revolution, and, with hardly a change, the "Saratoga" appears here as in the Mediterranean she forged ahead in chase of one of the Barbary pirates, or maneuvered to escape from a British seventy-four in the War of 1812. In the older days, she would not have had the handy double topsails which give her one more yard to each mast. Perhaps with single topsails she looked still handsomer. It required seamanship in those days to make a landfall. Dead reckoning was "dead reckoning" with a vengeance. Nowadays, after the departure has been taken and the ship laid on her course, the revolutions of the engines, the knowledge of ocean currents, and the spinning taffrail log give a navigating officer a technical knowledge of his whereabouts. It was different when they depended on the wind alone. It was in the school of the sailing-ship that most of the officers who fought in the Civil War had been trained. The "Saratoga" was one of Commodore Perry's fleet when he sailed to Japan, in 1852. Just previous to the outbreak of the war she had been engaged in putting down piracy in the West Indies, and long after the war was started she was hovering off the western coast of Africa, capturing the "Nightingale," a slaver with over 960 slaves herded between decks. During the war she was used mainly as a school-ship.



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THE HEYDAY OF THE MONITOR A FLEET OF FIVE IN '64

On the Appomattox River, in 1864, lie five of the then latest type of Federal ironclad—all built on the improved Eriesson plan, doing away with the objectionable “overhang” of the deck, dispensed with in order to give greater speed and seaworthiness. By this time the Federal navy had found abundant opportunity to try out the qualities of the monitor type. A monitor presented less than a third as much target area as any one of the old broadside ships that could possibly compete with her armament. Her movable turret enabled her to train her guns almost instantly on an adversary and bring them to bear constantly as fast as they could be loaded, no matter what the position or course of either vessel. If a monitor went aground, she remained a revolving fort irrespective of the position of her hull. A shot to do serious damage must strike the heavy armor of the monitor

squarely. The percentage of shots that could be so placed from the deck of a rolling ship was very small, most of them glancing off from the circular turret and pilot-house or skidding harmlessly along the deck. Only the most powerful land batteries could make any impression on these “iron sea-elephants” which the Fed-

erats had learned how to use. Their only vulnerable spot was below the water-line. The boom across the river in the picture, as well as the torpedo-nets, arranged at the bows of the vessels, indicates that the Confederates strove constantly to seize the advantage of this one weakness. The monitors in the James and Appomattox were too vigilant to be thus caught, although hundreds of floating mines were launched in the current or planted in the channel. The fleet, ever on the watch for these, was kept busy raking them up and rendering them harmless for passing ships.

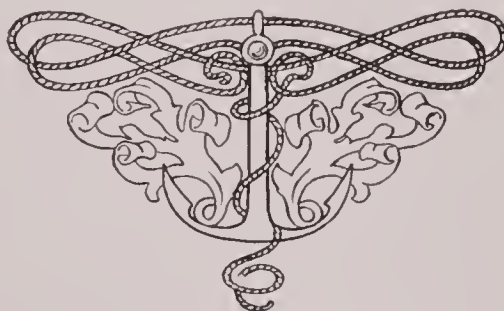




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OFFICERS ON DECK OF THE U. S. S. "RHODE ISLAND"

This proved to be one of the most useful of the vessels purchased by the Navy Department during the war. Commissioned in May, 1861, she was one of the last of the Federal warships to go out of service, June, 1865. During the entire war she was commanded by Commander (later Rear-Admiral) Stephen Decatur Trenchard. At the time this picture was taken at Cape Haytien, her executive officers were Lieutenant Pennell, Lieutenant Farquhar, and Master Rodney Brown. Other officers were Chief-Engineer McCutcheon, Captain's Clerk F. C. T. Beck, Paymaster R. Hall Douglas, Paymaster's Clerk, Langdon Rodgers. She had first been employed as a special despatch-boat for the rapid transmission of Government orders to all squadron commanders. Her speed proved so great that she was soon converted into a heavily armed cruiser (twelve guns) and sent to West Indian waters to search for Confederate privateers and blockade-runners. She made numerous prizes and was subsequently transferred to Wilkes' flying squadron. She was finally attached to Admiral Porter's South Atlantic squadron and took part in both attacks on Fort Fisher. For his conduct there Commander Trenchard was specially mentioned in orders by his chief.





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HELP AT HAND—THE GUNBOAT "SIGNAL" TOWING MATERIALS FOR THE DAM

On the 1st of May, 1864, thousands of men were set to work upon the famous dam by which Bailey raised the water sufficiently to enable the entrapped vessels to get below the falls. The "Signal" is busily at work towing materials to fill the cribs. Stones were gathered, deserted brick buildings were pulled down, and a large sugar-house a mile below the falls was wrecked and its woodwork, together with its machinery and kettles, were towed up to become a part of the dam. More dangerous work waited the "Signal," however, for on May 4th she and the "Covington," the best two gunboats below the falls, were despatched to convoy the transport "Warner," on which was Lieutenant Simpson of Banks' staff, bearing despatches to Grant, Sherman, and Rosecrans. Near David's Ferry the two gallant little gunboats fought for five hours, on May 5th, against tremendous odds. The Confederates had posted twenty pieces of artillery on the river bank, and against their fire the gunboats stood up bravely. The odds were too heavily against them, however, and the "Covington" was at last abandoned and destroyed, while the "Signal" fell a captive to the Confederates, who sunk her in the channel as an obstruction. Admiral Porter said: "Many of the actions heralded to the world during the late war were much less worthy of notice than this contest between two little gunboats only musket-proof and twenty pieces of artillery."



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TRANSPORTS WAITING FOR THE UNION ARMY



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A CRITICAL MOMENT IN THE RED RIVER EXPEDITION OF APRIL, 1864—FEDERAL TRANSPORTS BELOW THE FALLS

On the second Red River expedition, in 1864, Alexandria was garrisoned and made the base for the army and navy operating both above and below that point, in the effort that had for its ultimate object the recovery of Texas to the Union. The fleet under Admiral Porter started up the Red River from Vicksburg with the transports carrying A. J. Smith's column of 10,000 men. Fort De Russy was captured, and Alexandria and Natchitoches fell into Union hands as they advanced. Banks with his army arrived a week later. At Sabine Cross Roads the vanguard met the Confederates in force. Sufficient care had not

been taken to keep the several Union bodies together, and the Confederates under General Taylor defeated Franklin April 8th, and drove him back with a loss of 3,000 out of 11,000 engaged. At Pleasant Hill, A. J. Smith made a stand on April 9th, but was unable to hold his own. An immediate retreat was made, without waiting to bury the dead, and the fleet came near being cut off by low water at Alexandria, but the ingenuity of Colonel Bailey in constructing a dam and water-way enabled it to escape. In the picture the level in front of the hotel is piled with ammunition and supplies—elaborate preparations all wasted.



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THE "HARTFORD" JUST AFTER THE BATTLE OF MOBILE BAY

This vivid photograph, taken in Mobile Bay by a war-time photographer from New Orleans, was presented by Captain Drayton of the "Hartford" to T. W. Eastman, U. S. N., whose family has courteously allowed its reproduction here. Never was exhibited a more superb morale than on the "Hartford" as she steamed in line to the attack of Fort Morgan at Mobile Bay on the morning of August 5, 1864. Every man was at his station thinking his own thoughts in the suspense of that moment. On the quarterdeck stood Captain Pereival Drayton and his staff. Near them was the chief-quartermaster, John H. Knowles, ready to hoist the signals that would convey Farragut's orders to the fleet. The admiral himself was in the port



QUARTERMASTER KNOWLES

main shrouds twenty-five feet above the deck. All was silence aboard till the "Hartford" was in easy range of the fort. Then the great broadsides of the old ship began to take their part in the awful cannonade. During the early part of the action Captain Drayton, fearing that some damage to the rigging might pitch Farragut overboard, sent Knowles on his famous mission. "I went up," said the old sailor, "with a piece of lead line and made it fast to one of the forward shrouds, and then took it around the admiral to the after shroud, making it fast there. The admiral said, 'Never mind, I'm all right,' but I went ahead and obeyed orders." Later Farragut, undoing the lashing with his own hands, climbed higher still.



ENTRAPPED ABOVE THE FALLS—GLOOMY DAYS OF WAITING AND NARROW ESCAPES

Here lies a part of the unlucky fleet that Admiral Porter came near losing in the fruitless expedition up the Red River, which imperilled some of the most valuable gunboats possessed by the Federal navy. First in line is the tow-boat "Brown"; next the steamer "Benefit," whose escape the month before was hair-breadth; then the tug "Dahlia," the tender to Porter's flagship, while the ironclads "Neosho" and "Chillicothe" bring up the rear. The expedition on the part of the navy was undertaken in the assurance that the Red River would, according to its custom, rise at this season of the year. For twenty years it had never failed to rise, but now, in 1864, it did exactly the opposite. Only the light-draft gunboats could be run above the falls by the end of March. Since it was rumored that the Confederates had some formidable ironclads up the Red River, the gunboat "Eastport" was at last hauled over the rocks of the rapids by main strength to lead the expedition. It proved to be her last; she grounded on the return from Grand Ecore, and after



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THE FEDERAL FLOTILLA ABOVE ALEXANDRIA, HELD BY THE LOW WATER OF MAY, 1864

heroic efforts to get her off, during which the Confederates kept up constant fighting, she had to be destroyed and abandoned. It looked for a time as if the other vessels of Porter's fleet were to meet the same fate. General Banks had been ordered to give up the expedition and was chafing to get his troops in motion. Meanwhile the officers and men of the navy were working with characteristic courage and determination to save their vessels, now exposed to constant attacks from the Confederates, who grew more and more threatening. The little steamer "Benefit," seen in the picture, had a narrow escape at Grappe's Bluff, where she was attacked on the evening of April 10th, and in less than twenty minutes lost forty-five of her eighty men. Gloomy indeed were the days of waiting above the falls, for both officers and men. One difficulty and disaster followed another. It seemed almost certain that the fated expedition would cost the navy its heaviest and most humiliating loss during the war, but courage and determination won out



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WILLIAM BLACK, THE YOUNGEST WOUNDED SOLDIER REPORTED

Lest the instance of "Little Giffen" seem an uncommon one, there is presented here the winning face of little William Black. He was the youngest boy, it is true, to be reported "wounded." Yet General Charles King's researches on "Boys of the War Days" in Volume VIII brings out the fact that "over 800,000 lads of seventeen or less were found in the ranks of the Union army, that over 200,000 were no more than sixteen, that there were even 100,000 on the Union rolls who were no more than fifteen."



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AT ANTWERP—U. S. S. "NIAGARA" AND THE FIGHT THAT WAS NOT FOUGHT

No sooner did it become known that the "Stonewall" was abroad than the Federal vessels in foreign waters began an active search for her. At the very beginning of her cruise she was found to have sprung a leak, however, and put into Ferrol, Spain, for repairs. There, during the first week in February, 1865, the frigate "Niagara" and the sloop-of-war "Sacramento" found her and attempted to blockade her. On March 24th the "Stonewall" steamed out of Ferrol and cleared for action. Commander T. T. Craven, of the "Niagara," had already notified his Government that in a smooth sea the "Stonewall" would be a match for three such ships as the "Niagara." Twice when the sea was rough he had stood out

and offered battle to the Confederate ram, but Captain Page refused the offer, choosing his own time on a day when the water was as smooth as glass and no slight advantage could accrue to the Federals. Commander Craven was equally determined not to give his antagonist an inexpensive victory and carefully avoided the encounter. The "Stonewall" after flaunting her flag in his face, sailed jauntily off to Lisbon with the intention of crossing the Atlantic and striking a blow at Port Royal and at the cities of the North, hoping thus to revive the waning cause of the Confederacy. Arriving at Havana early in May, Captain Page learned that the war was over, and surrendered his vessel to the captain-general of Cuba.



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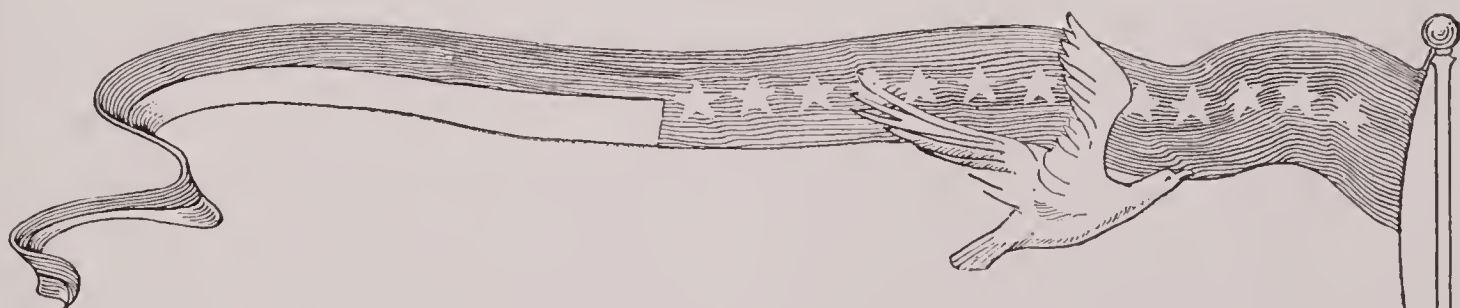
“IN VAIN IS THE STRIFE”

THE ROMAN CATHOLIC CATHEDRAL OF ST. JOHN AND ST. FINBAR, DESTROYED BY THE FIRE OF DECEMBER, 1861—MOST OF THE ABLE BODIED CITIZENS WERE SERVING AS SOLDIERS, AND THE FLAMES RAGED UNCHECKED.



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CLEARING THE WAY—DECK ON ONE OF PORTER'S MORTAR SCHOONERS



Twenty of these vessels accompanied Farragut's expedition. They were convoyed by six gunboats. Their huge mortars were capable of dropping shells of large caliber within the forts at a distance of 3,680 yards. The mortar schooners were divided into three divisions. Two were stationed behind a natural rampart formed by the west bank of the river, where they were screened from view by a thick growth of wood above which their mastheads rose, affording excellent lookouts. These were further concealed by branches of trees cleverly fastened upon them. Another division was stationed near the east bank, nearer to the forts and in plain view. A terrific bombardment was begun on the morning of April 16th, each mortar schooner firing at intervals of ten minutes throughout the day. Toward five o'clock flames were seen curling up in Fort Jackson. Commander Porter, who pulled up the river in a rowboat, ascertained that the fort itself was burning. It was indeed in a precarious position, as was learned afterward from Colonel Edward Higgins, the Confederate commander of the fort. Had the attempt to pass up the river been made next morning, it would probably have been much easier than on April 24th, when the fleet at last got under way. Throughout the succeeding days of waiting, the mortar flotilla kept up its vigorous bombardment, withdrawing, however, the division on the east bank, which had suffered in its exposed position during the first vigorous attack, and uniting it with the other vessels, which were protected by the screen on woods on the west bank.



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"THE CITY BIDES THE FOE"

The picture of Confederate artillerymen sighting a field-piece in the outskirts of Charleston shows that there were active preparations for the expected attack. The city had, indeed, been put in a thorough state of defense by General Beauregard, who had assumed command on September 15, 1862. The forts at the entrance to the harbor were strengthened or partly rebuilt, and the waters sown with torpedoes and obstructions. The poet therefore had good reason for awaiting so calmly the naval attack of April 7, 1863. In the lower photograph, St. Michael's



and the principal street of Charleston are preserved for us by the Confederate photographer Cook, just as they appeared when Timrod wrote his lines. The city was indeed a very busy one, for constant blockade-running had brought in ample munitions of war and many luxuries. It was no idle boast that Summer was brought to her courts, for silks and spices came in with every cargo. Later on, the blockading fleet, though it did not succeed in reducing Charleston, made blockade-running so dangerous that a constantly decreasing number of laden vessels arrived at the piers.

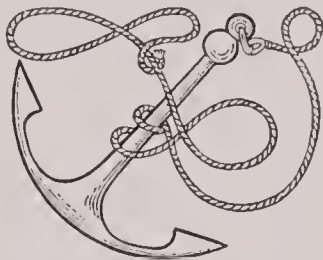
"THROUGH STREETS STILL ECHOING WITH TRADE"

CHARLESTON IN WAR TIME



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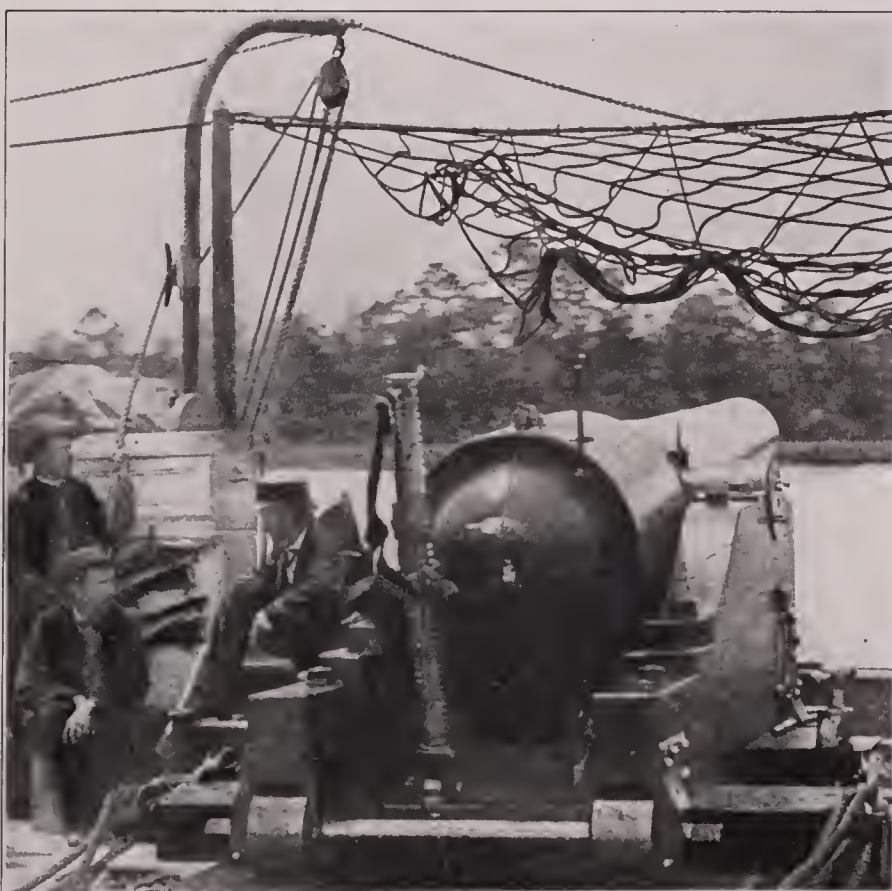
From the time General Grant established his headquarters at City Point, there was no rest for the gunboats in the James River. There was an active and determined foe to contend with, and alertness was the watchword for every officer and man in the Federal flotilla. Underneath, one of the huge 100-pounder Parrott guns is being brought into position on the gunboat "Mendota" in July,



1864, ready to be trained upon the Confederates whenever they attempted to plant batteries along the shores. The work of the "Mendota's" gunners on July 28th at Four Mile Creek spoke eloquently of their coolness and accuracy of aim. With equal smartness, and scarcely more excitement than is apparent in the picture above, they served their guns under fire of shot and shell.

CONSTANT
PREPAREDNESS
ON THE
"MENDOTA"

1864



LOOKING ALONG
THE
100-LB
PARROTT
GUN



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COMMODORE VANDERBILT'S PRESENT TO THE GOVERNMENT

This side-wheel steamer was presented to the Government by Commodore Cornelius Vanderbilt in 1861, when the navy was sorely in need of ships, and she was christened after the donor. In Hampton Roads she led one of the two columns of fighting-vessels of all sorts that had been assembled to meet the "Merrimac," in case she made another attack upon the fleet after her encounter with the "Monitor." The "Vanderbilt" mounted fifteen guns and showed great speed. She was employed largely as a cruiser. Her first prize was the British blockade-runner "Peterhoff," captured off St. Thomas, February 25, 1863. On April 16th she caught the "Gertrude" in the Bahamas, and on October 30th the "Saxon," off the coast of Africa. Under command of Captain C. W. Pickering, she participated in both of the joint-expeditions against Fort Fisher.



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MEN OF THE "UNADILLA," AFTER PLAYING THEIR PART IN THE NAVY'S CRUCIAL TEST

Under Lieutenant-Commander N. Collins, the "Unadilla" took part in the expedition that succeeded in capturing Port Royal, November 9, 1861. The "Unadilla" was but one of the fifty vessels that had assembled in Hampton Roads by October 27th to join the largest fleet ever commanded by an officer of the American navy up to that time. In contrast to the number of the vessels was the nondescript character of most of them. The "Unadilla" is described officially as a steam gunboat, but she was typical of the sort of hastily converted vessels that made up the fleet—river steamers, ferryboats, tugs, almost anything that would turn a wheel or propeller. These frail craft, loaded down with heavy guns, set forth in the face of foul weather to engage in battle for the first time with two of the strongest fortifications of the Confederacy. It was a momentous trial of wooden ships against most formidable earthworks. But Flag-Officer Du Pont, who possessed in an eminent degree all the qualities of a great commander, succeeded in demonstrating to Europe that even with a fleet of so uncertain a character the American navy could win by a masterly plan of battle, originated by him.



THE "UNADILLA"



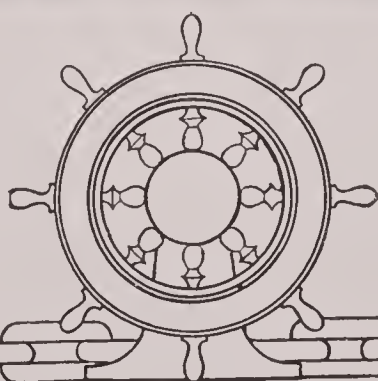
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ONE THE NAVY LOST LIEUTENANT SAM- UEL W. PRESTON

This brave and promising young officer was an ardent advocate of the effectiveness of land detachments of sailors and marines against forts. At Fort Fisher came the coveted opportunity and Preston paid for his belief in it with his life. The heavy loss on the beach cast a gloom over the navy despite the



success of the assaulting column of soldiers under General Terry. Ensign (now Rear-Admiral) Robley D. Evans was one of those severely wounded. The 200-pounder Parrott gun above was the forward pivot-gun of the "Wabash" and did as much damage in the bombardments of Fort Fisher as any other single gun in the fleet. The gun-crew that served it was composed of picked men and every effective shot aroused hearty cheers.



"THE
DESPOT'S
HEEL IS
ON THY
SHORE"



THE
NEW YORK
"SEVENTH"
IN
MARYLAND

These Union soldiers at Federal Hill, Maryland, in 1862, are the Gun Squad of the Fifth Company in New York's representative "Seventh" regiment. Sergeant-Major Rathbone is handing an order to Captain Spaight. Personally, the invaders were far from "despots," as Southerners soon ascertained. In the picture below are veterans of this same "Seventh" regiment, as they appeared seventeen years later in a different rôle—hosts and escorts of the Gate City Guard. In 1861, this had been the first body of troops to enter Confederate service from Atlanta. In 1879, its neighborly call upon New York City was met by one courtesy after another, under the auspices of the "Seventh." The *New York Sun* said: "The visit among us of the Gate City Guard will do more to bring about an understanding between North and South than the legislation of a century." Other newspapers commented on the event in a similar cordial spirit of friendship.





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“BURST THE TYRANT’S CHAIN”

NORTHERN OFFICERS AT A MARYLAND HOME IN PLEASANT VALLEY, AFTER THE BATTLE OF ANTIETAM

The young Maryland girl with the charming ruffles has evidently discovered at least one Northerner not a “tyrant” or otherwise disagreeable. The scene is at the Lee homestead near the battlefield of Antietam; the time, October, 1862. Two members of General Burnside’s staff and one of General McClellan’s are here seen talking with the family, who were furnishing a temporary home for Mrs. McClellan after Antietam. One would never surmise that, a short time before, the fiercest single day’s action of the war had been fought. Many another hospitable home among the beautiful rolling hills of Maryland entertained the same kindly feelings for the “despots” of whom Randall sang. Many another young lady, like the one sitting in her crinoline and ruffles opposite the handsome young officer, held a similar admiration for some leader in blue. Maryland, even in war-time, was always conscious of the bond of brotherhood that linked its people with the American Union. The group on the vine-shadowed veranda was but a prophecy of a day when all can admire the martial ring of “My Maryland” without losing pride in the greatness of the American Republic.



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“THE SOLDIERS CLUSTER ROUND THE BLAZE”

As if made for Gordon McCabe's poem, this photograph shows vividly a group of pickets in winter. Pickets were the “eyes” of the army, to observe all movements made by the enemy and to give warning of the approach of any force from the direction of his lines. The particular picket here is a soldier who, after lonely outpost duty on the hilltop just beyond his companions, has returned to warm his hands over their fire. “It was fortunate for these boys,” remarked a veteran, “that they had a little hill between themselves and the enemy so that a fire might be made without observation.” In general, when facing the foe, pickets upon the outer lines were allowed no fires of any kind. The utmost vigilance was required, no matter what the state of the weather. In many instances during the war soldiers were found frozen to death at their posts of duty, leaning against trees, or as they had fallen while marching on their beats.



THE MEN OF THE "MENDOTA"

Gathered here on the after-deck are the crew of the gunboat "Mendota," some busy at banjo-playing, checkers, and other diversions more idle. More than one nationality is represented. Although there are many men who probably have followed no other calling than that of the seaman, there are doubtless men from inland towns and farms who, flocking to the seaports, had chosen to enlist in the service. But there is another reason for the foreign-looking faces; the higher pay of the United States navy and the chance for adventure and prize money had caused a good many foreign ships to find it difficult to procure merchant-sailors. Englishmen,

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AN IDLE HOUR ON THE AFTER-DECK

Swedes and Norwegians, Danes, Russians, Germans, Frenchmen, Spaniards, and Portugese were to be found on almost every United States ship. To a certain extent sea-language, so far as the terms and orders are concerned, are the same the world over. There was no educational qualification required. Some of the seamen could scarcely speak English. In the foreground is a marine and an able seaman playing the jack-tar's favorite game of checkers, while a bright-faced little "powder-monkey," leaning picturesquely against the capstan, has looked up to pose for the camera man who has preserved this typical scene of the sailors' idle hour.



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“WITH PICKETT LEADING GRANDLY DOWN”

Thompson's description of Pickett's charge, with this martial portrait, calls for little explanation. A few words from an English army officer who was present, Arthur J. Fremantle, will describe Lee's share in the record of nobility. General Lee's conduct after the charge, writes the English colonel, "was perfectly sublime. He was engaged in rallying and in encouraging the broken troops, and was riding about a little in front of the wood, quite alone, the whole of his staff being engaged in a similar manner further to the rear. His face, which is always placid and cheerful, did not show signs of the slightest disappointment, care, or annoyance; and he was addressing to every soldier he met a few words of encouragement, such as, 'All this will come right in the end—we'll talk it over afterward; but, in the mean time, all good men must rally—we want all good and true men just now,' etc. He spoke to all the wounded men that passed him, and the slightly wounded he exhorted 'to bind up their hurts and take up a musket' in this emergency. Very few failed to answer his appeal, and I saw many badly wounded men take off their hats and cheer him. He said to me, 'This has been a very sad day for us, Colonel, a sad day; but we can't expect always to gain victories.' . . . I saw General Wilcox come up to him, and explain, almost crying, the state of his brigade. General Lee immediately shook hands with him and said, cheerfully, 'Never mind, General, all this has been *my* fault; it is *I* that have lost this fight, and you must help me out of it in the best way you can.'



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“FOLD UP THE BANNERS, SMELT THE GUNS”

The tangled heap is all that remains of hundreds of captured Confederate artillery carriages, gathered at the Watervliet Arsenal in Troy, New York, and burned for the iron. A more impressive illustration of the line quoted from the stirring battle-ballad could hardly exist. But Thompson's words were used in a higher sense. Never more shall Americans level artillery or musketry upon their fellow-countrymen. Gettysburg virtually decided that. Not only so, but the people shall be bound together by active pride in their common blood and common traditions which finds expression in common hopes and aspirations for the future. America has become a single country, with a central Government wielding sovereign power and holding among the nations of the earth a position of world-wide honor and influence. One of the foremost New England historians, Professor Albert Bushnell Hart of Harvard, declares: “The keynote to which intelligent spirits respond most quickly in the United States is Americanism; no nation is more conscious of its own existence and its importance in the universe, more interested in the greatness, the strength, the pride, the influence, and the future of the common country.”



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A GUN AND GUNNERS THAT REPULSED PICKETT'S CHARGE

FROM A PHOTOGRAPH TREASURED NEARLY HALF A CENTURY BY THE CAPTAIN OF THIS BATTERY

This photograph of a gun and cannoneers that helped to cheek Pickett's charge at Gettysburg was preserved for nearly fifty years by Andrew Cowan, captain of the battery containing this gun. From that bloody angle on Cemetery Ridge his life was spared, although the commanders of the batteries to right and left of him, Lieutenant Alonzo H. Cushing and Captain James Rorty, both were killed. At the very height of the action, General Henry J. Hunt, chief of artillery of the army, rode into the battery and fired his revolver at the oncoming gray line, exclaiming: "See 'em! See 'em! See 'em!" A moment later, Cowan ordered his guns to cease firing, for fear of injuring the men of the Sixty-ninth Pennsylvania at the wall in their front. The Sixty-ninth suddenly swung to the right, leaving the guns uncovered. The Confederates came rushing on from behind a slight elevation, covered with bushes and rocks, where they had crouched. A Confederate officer shouted, "Take the guns!" They were double-loaded, with canister. Some of the brave assailants were within 10 yards of the muzzles when Captain Cowan shouted, "Fire!" Two hundred and twenty chunks of lead burst from the muzzles of each of the five guns. Before the deadly storm, the line in gray withered and was no more. "We buried that officer with honor," wrote Captain Cowan, to whom readers are indebted for both the photograph and this account. "I returned his sword to survivors of Pickett's division on the same ground, twenty-five years afterward." At Cedar Creek, six months after this photograph, Sergeant William E. Uhlster (A) was crippled and Corporal Henry J. Tueker (B) was killed.



LINCOLN IN JUNE, 1860—TWO MONTHS AFTER VOLK MADE THE LIFE MASK

GILDER, WHOSE POEM OPPOSITE WAS INSPIRED BY THE MASK, WAS ALWAYS PARTICULARLY ATTRACTED TO IT, AND KEPT A COPY OF IT IN HIS EDITORIAL SANCTUM AT THE *Century Magazine* OFFICES

In 1860, Lincoln had been a national figure only two years, since his campaign against Stephen A. Douglas for the Senate in Illinois. Indeed, his name meant little in the East till the early months of this very year. In February, he had appeared before a New York audience at Cooper Union to explain the purposes of the recently organized Republican party. The larger part of those present expected something "wild and woolly"—certainly nothing of much moment for the cultivated citizens of the East. When they saw the gaunt figure, six feet four inches tall, the large feet and clumsy hands, the jutting eyebrows and small blue eyes, the narrow forehead surmounted by the shock of unkempt hair—in a word, the man of the photograph on this page—the audience put him down for anything but a statesman. But he had not spoken long before it was plain that here stood a leader of the people indeed. The speech shaped the presidential campaign of that year. It resulted in giving Lincoln the Republican nomination at Chicago on May 16th, about a month before this photograph was made. When the ballot-boxes were opened on the first Tuesday of the following November, it was found that Abraham Lincoln was elected President of the United States. That meant war—and eventual Union of the warring elements.



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WHERE PELHAM FIRST "DAZZLED THE LAND WITH DEEDS"

The Henry house on the Bull Run battlefield, the site of John Pelham's first effort. At that time he was only twenty, having been born in Calhoun County, Alabama, about 1841. At the outbreak of the war he had left West Point to enter the Southern army. Of his conduct near the ruins above, "Stonewall" Jackson reported: "Nobly did the artillery maintain its position for hours against the enemy's advancing thousands." Soon he won the command of a battery of horse artillery, to serve with General "Jeb" Stuart's cavalry. Stuart officially reported of the battle of Williamsburg, May 5, 1862: "I ordered the horse artillery at once into action; but before the order could be given, Pelham's battery was speaking to the enemy in thunder-tones of defiance, its maiden effort on the field, thus filling its function of unexpected arrival with instantaneous execution and sustaining in gallant style the fortunes of the day, keeping up a destructive fire upon the enemy until our infantry, having re-formed, rushed onward, masking the pieces. I directed Captain Pelham then to take a position farther to the left and open a cross-fire on the Telegraph Road, which he did as long as the presence of the enemy warranted the expenditure of ammunition." At Antietam, Stuart again reports: "The gallant Pelham displayed all those noble qualities which have made him immortal. He had under his command batteries from every portion of General Jackson's command. The batteries of Poague, Pegram, and Carrington (the only ones which now recur to me) did splendid service, as also did the Stuart horse artillery, all under Pelham. The hill held on the extreme left so long and so gallantly by artillery alone, was essential to the maintenance of our position." It is surprising to remember that these reports are not of a war-grimed veteran but of a youth of twenty.



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"FAR BY GRAY MORGAN'S WALLS"—THE MOBILE BAY FORT, BATTERED BY FARRAGUT'S GUNS

How formidable was Farragut's undertaking in forcing his way into Mobile Bay is apparent from these photographs. For wooden vessels to pass Morgan and Gaines, two of the strongest forts on the coast, was pronounced by experts most foolhardy. Besides, the channel was planted with torpedoes that might blow the ships to atoms, and within the bay was the Confederate ram *Tennessee*, thought to be the most powerful ironclad ever put afloat. In the arrangements for the attack, Farragut's flagship, the *Hartford*, was placed second, the *Brooklyn* leading the line of battleships, which were preceded by four monitors. At a quarter before six, on the morning of August 5th, the fleet moved. Half an hour later it came within range of Fort Morgan. The whole undertaking was then threatened with disaster. The monitor *Tecumseh*, eager to engage the Confederate ram *Tennessee* behind the line of torpedoes, ran straight ahead, struck a torpedo, and in a few minutes went down with most of the crew. As the monitor sank, the *Brooklyn* recoiled. Farragut signaled: "What's the trouble?" "Torpedoes," was the answer.

"Damn the torpedoes!" shouted Farragut. "Go ahead, Captain Drayton. Four bells." Finding that the smoke from the guns obstructed the view from the deck, Farragut ascended to the rigging of the main mast, where he was in great danger of being struck and of falling to the deck. The captain accordingly ordered a quartermaster to tie him in the shrouds. The *Hartford*, under a full head of steam, rushed over the torpedo ground far in advance of the fleet. The battle was not yet over. The

Confederate ram, invulnerable to the broadsides of the Union guns, steamed alone for the ships, while the ramparts of the two forts were crowded with spectators of the coming conflict. The ironclad monster made straight for the flagship, attempting to ram it and paying no attention to the fire or the ramming of the other vessels. Its first effort was unsuccessful, but a second came near proving fatal. It then became a target for the whole Union fleet; finally its rudder-chain was shot away and it became unmanageable: in a few minutes it raised the white flag. No wonder Americans call Farragut the greatest of naval commanders.



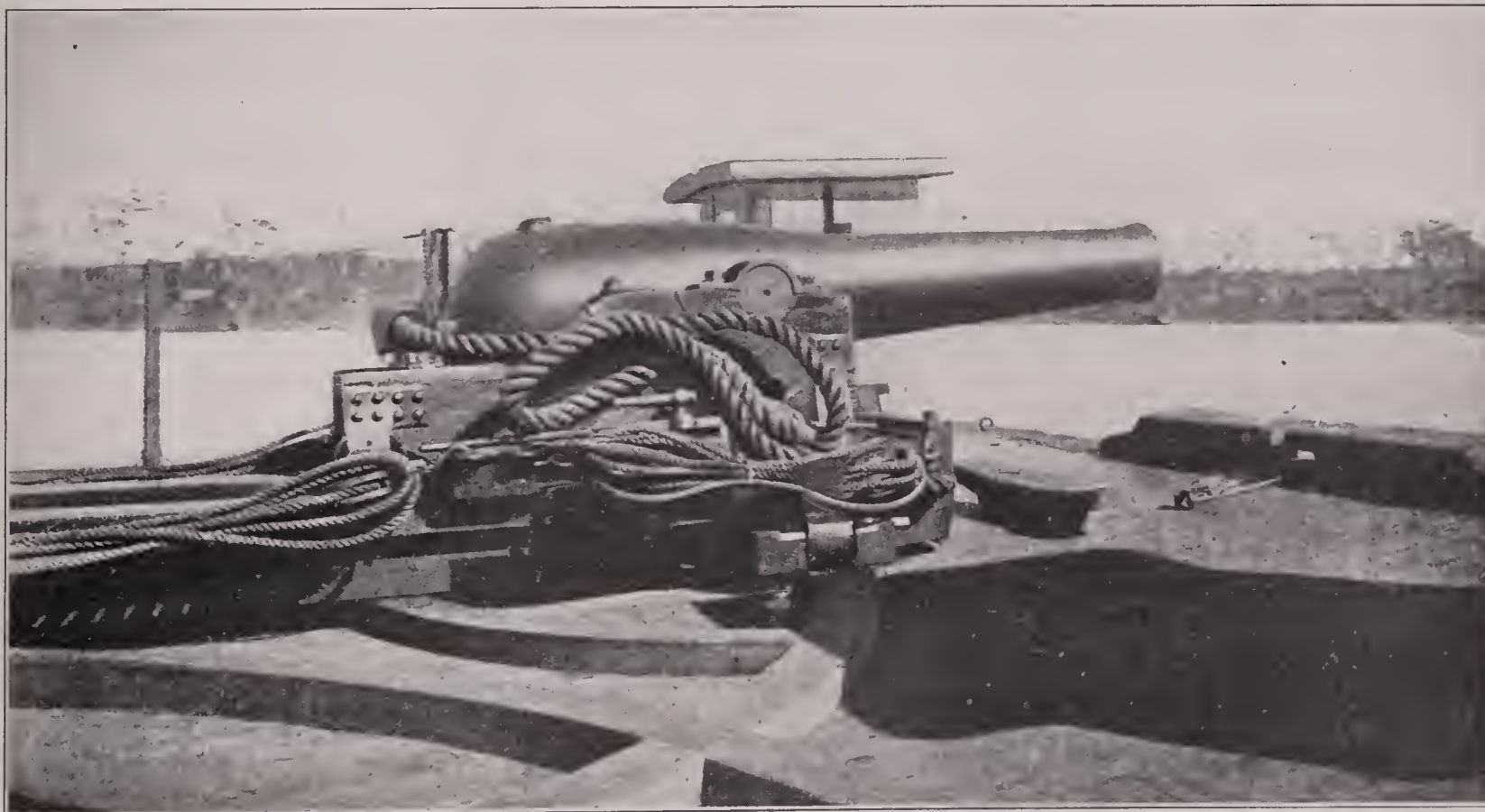
WHERE BROADSIDES STRUCK



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THE FIRST INLAND MONITOR—THE "OZARK"

This hybrid-looking vessel was the first of the Federal attempts to adapt the monitor type of construction to the needs of the navy on the Western rivers. She was a cross between the Eriesson design (which she resembled in her turret and pilot-house) and the early type of river gunboat, apparent in her hull, stacks, and upper works. Her armament consisted of two 11-inch smooth-bores in the turret and a 12-pounder pivot-gun at the stern. Having joined Porter's Mississippi squadron early in 1864, she was the last of the entrapped vessels to get free above the Falls at Alexandria, in the Red River expedition. Porter pronounced her turret all right but considered her hull too high out of water, and declared that she lacked three inches of iron plating on her fifteen inches of oak. Porter had discovered, in running the batteries at Vicksburg, that heavy logs, hung perpendicularly on the sides of his gunboats, prevented shot of heavy size from doing more than slightly indenting the iron plating. He recommended that the three-inch plating of the "Ozark" would be adequate if it were covered on the outside with a facing of wood in addition to the wooden backing within.



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THE "OZARK'S" PIVOT-GUN



JACK-TARS OF THE OLD NAVY

A glance at these seasoned men ranged alongside the 9-inch pivot-gun of the sloop-of-war "Wissahickon" gives us an idea of the appearance of the men of the old navy. The face of the gun-captain standing near the breach of his gun shows that he is a sailor through and through. There are very few landsmen pictured here. The old Jack-tar, standing fourth in the right row, who has turned his cap into a ditty bag, harks back to the fighting days when steam had hardly been thought of. He is a survivor of the War of 1812, and remembers the days of Bainbridge, of Decatur, Stewart, and Biddle. Even the younger men have no look of the volunteer about them; they are deep-sea sailors, every one. The "Wissahickon" was one of the Federal cruisers that had put out in search of the



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THE PIVOT-GUN OF THE "WISSAHICKON" AND ITS CREW

Confederate commerce-destroyers. She was in the fleet of Admiral Farragut at New Orleans and ran the batteries at Vicksburg. Late in 1862 she was in Carolina waters and in January, 1863, participated in the first attacks on Fort McAllister. She was in Admiral Dahlgren's fleet during the stirring operations in Charleston harbor and returned to South Carolina waters toward the close of 1864, where she captured numerous prizes, enriching her officers and crew. The sailors on few of the Federal vessels had a more varied and adventurous experience of the war than did those of the "Wissahickon," and the faces in the picture, both old and young, are those of men ready at any and all times for a fight or a frolic on their beloved ship.

The Confederacy was able to enter upon the seas early, with a naval force that had to be reckoned with, as a result of its enterprise in seizing the undefended Norfolk Navy-yard only nine days after Sumter was fired upon. As early as February 21, 1861, Jefferson Davis appointed Stephen Mallory as Secretary of the Confederate Navy. He resigned from the United States Senate, where he had represented his State, Florida, and before he joined the Confederate Cabinet the navy-yard in his home town, Pensacola, had been seized, January 10, 1861, by Florida and Alabama State troops. The Federal navy-yards in the South were neither so active nor so well equipped as those at the North. But Norfolk Navy-yard, one of the oldest and most extensive, was provided with everything for the building and finishing of vessels of the largest size. At the time



STEPHEN RUSSELL MALLORY
SECRETARY OF THE CONFEDERATE STATES NAVY

of the secession of Virginia it contained at least 2,000 pieces of heavy cannon, including 300 new Dahlgren guns. The aggregate value of the property there was close to \$10,000,000. Most of this fell into the hands of the Confederates. Owing to the possession of the yard equipment, it was here that the Southern naval constructors were first able to exemplify their ideas in ironclad construction by raising the hull of the sunken "Merrimac" and converting her into the armored "Virginia," to strike terror at the heart of the North by her performances in Hampton Roads in 1862. Although the Federals regained possession of Norfolk soon afterward and compelled the destruction of the "Virginia," her record stirred the Confederates to almost superhuman efforts. Secretary Mallory was most active in founding enterprises both at home and abroad for the construction of vessels.



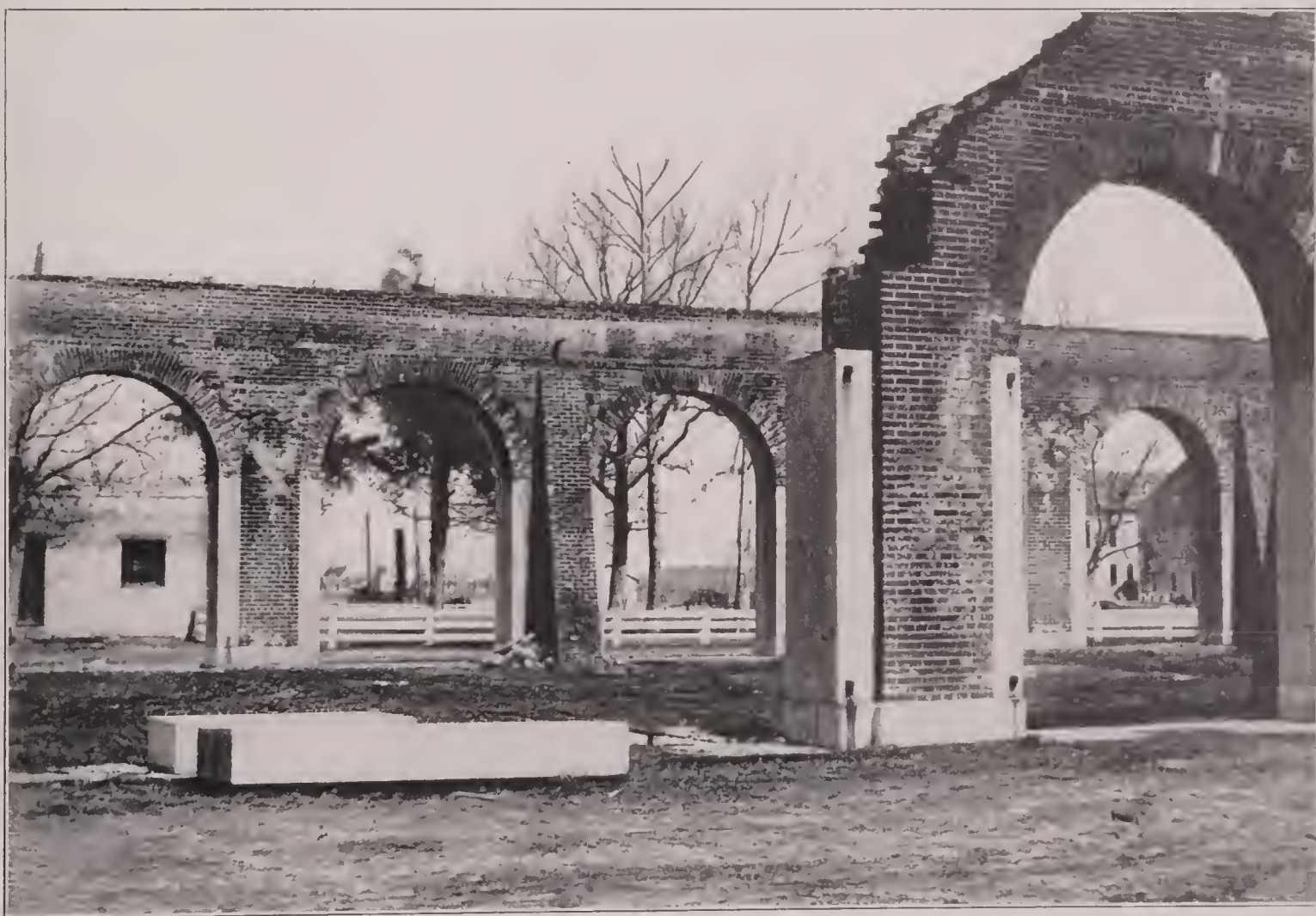
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THE BEGINNING OF THE CONFEDERATE NAVY—RUINS OF THE NORFOLK NAVY-YARD, 1862



THE "ATLANTA"—FIRST TO RUN THE BLOCKADE FOR THE CONFEDERACY

The "Atlanta" was bought in September, 1861, by Captain James D. Bulloch, secret-service agent of the Confederate States in Europe. She was a new Clyde-built ship, and had made but one or two trips to the north of Scotland, attaining a speed of thirteen knots. She was the first to run the blockade inward for the account of the Confederate Government. She reached Savannah safely on November 12th with a cargo of Enfield rifles, ball cartridges, percussion caps, and various sorts of arms and ammunition. "No single ship," says Captain Bulloch, "ever took into the Confederacy a cargo so entirely composed of military and naval supplies." The "Fingal," as she was originally named, was bottled up by the blockade in Savannah. In January 1862, the Confederates began converting her into an ironclad of the "Merrimac" type. She was cut down to the main deck and widened amidships. A casemate was built upon her deck. Then she was heavily armored and fitted with a formidable ram and a spar torpedo. On July 3d she steamed down the Savannah River on her trial trip, causing great apprehension among the Federals for the safety of the fleet about Port Royal. After her capture by the Federals on June 17, 1863, the Confederates attempted to build other ironclads at Savannah. The "Savannah" was completed, fully armed, and manned, and the "Milledgeville," the same armored type, was nearly so when the city was evacuated in 1865.



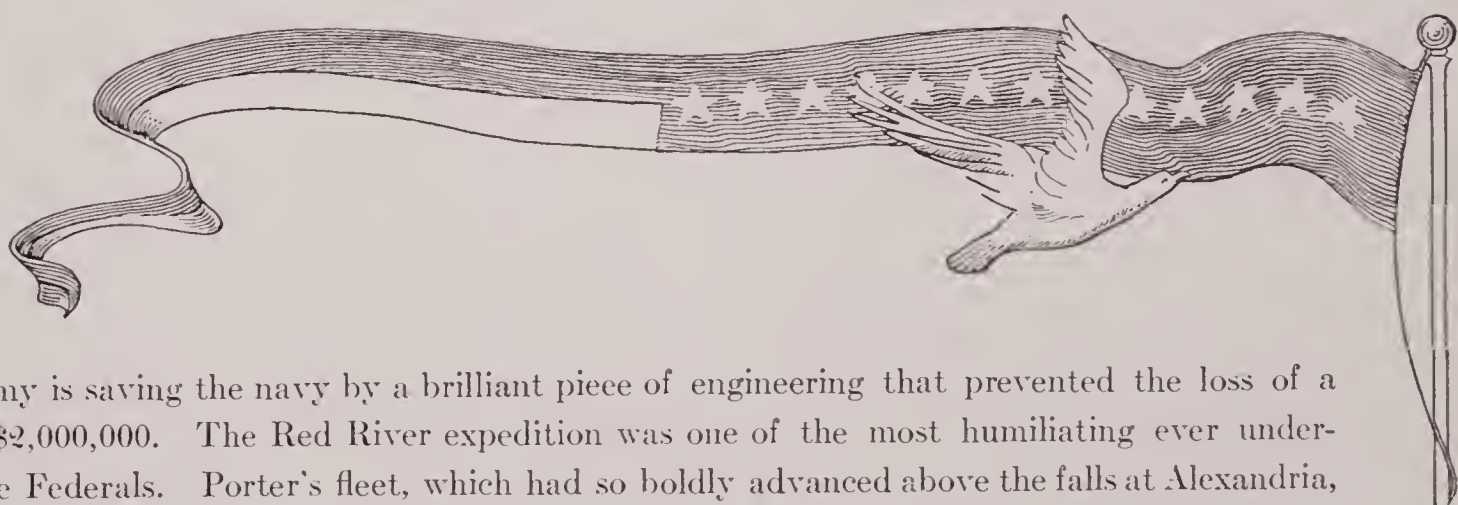
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RUINS OF THE MACHINE-SHOP AT THE NORFOLK NAVY-YARD



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THE ARMY SAVING THE NAVY IN MAY, 1864



Here the army is saving the navy by a brilliant piece of engineering that prevented the loss of a fleet worth \$2,000,000. The Red River expedition was one of the most humiliating ever undertaken by the Federals. Porter's fleet, which had so boldly advanced above the falls at Alexandria, was ordered back, only to find that the river was so low as to imprison twelve vessels. Lieut.-Colonel Joseph Bailey, acting engineer of the Nineteenth Corps, obtained permission to build a dam in order to make possible the passage of the fleet. Begun on April 30, 1864, the work was finished on the 8th of May, almost entirely by the soldiers, working incessantly day and night, often up to their necks in water and under the broiling sun. Bailey succeeded in turning the whole current into one channel and the squadron passed below to safety. Not often have inland lumbermen been the means of saving a navy.



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FEDERAL GUNBOATS ON THE UPPER TENNESSEE

Federal success at Chattanooga made it important to patrol the upper Tennessee River, and a number of small gunboats were built for that purpose. They were actively engaged above Mussel Shoals in keeping open communications and convoying loaded transports. The "General Grant," under Acting Ensign J. Watson, with the other sturdy little vessels of the land-locked flotilla, aided in restoring order in the thinly settled districts along the river. She and the "General Burnside" engaged a battery which the Confederates had erected above Decatur, Ala., Dec. 12, 1864. On the 22d the "General Thomas" had a brush with some Confederate troops near the same place and they returned her fire with fury. Early in January of 1865 the "Grant," single-handed, silenced Confederate batteries at Guntersville and Beard's Bluff, Ala. Returning a few days later, she destroyed the entire town of Guntersville as punishment for hostile demonstrations against the gunboats. Thus these little vessels were kept busily at work till the close of the war. The "General Sherman" was commanded by Acting Master J. W. Morehead; her executive officer was G. L. McClung, by whose courtesy these fine pictures appear here. The vessels shown above, as they lay in the Tennessee near Bridgeport in March, 1865, are, from left to right, the "General Sherman," No. 60; the "General Thomas," No. 61; the "General Grant," No. 62; and the "General Burnside," No. 63; all named after the military leaders whose strategy had resulted in the recovery of Tennessee to the Union.



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THE DEMOLISHED BARRIER—FORT PULASKI

These three pictures speak eloquently of the ruin wrought by the combined efforts of the army and navy to gain possession of Fort Pulaski. At the left an 8-inch smooth-bore points upward as the Confederates swung it for use as a mortar against the Federal batteries. Beside it lies one of the mortars, dismounted and rendered useless by the fire from the Federal batteries, while in the lower picture the huge breaches made in the walls of the fort are vividly apparent. It was no easy task to accomplish all this. Without the assistance of the navy it would have been impossible. The "web-footed" gunboats, as Lincoln called them, formed an essential part of the land expedition; floundering through mud, they protected the troops from Tattnall's flotilla while guns were dragged with difficulty over the marshy surface of Jones Island and placed in position. The doomed garrison refused to surrender on April 10, 1862, and for two days withstood a terrible bombardment from the thirty-six heavy-rifled cannon and mortars. Only when the battered fort became utterly untenable was it surrendered on April 12th to the besiegers that surrounded it, ready to open fire again.





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AFTER A SHOOTING-TRIP ASHORE—OFFICERS ON THE DECK OF THE "MIAMI"

From the time she ran the forts below New Orleans with Farragut, the "Miami" was ever on the go. During 1863-4, under the redoubtable Lieutenant-Commander C. W. Flusser, she was active in Carolina waters. In the Roanoke River, April 1, 1864, she met her most thrilling adventure when she and the "Southfield" were attacked by the powerful Confederate ram "Albemarle." The "Southfield" was sunk, but the "Miami" in a plucky running fight made her escape down the river and gave the alarm.



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AN INDEFATIGABLE GUNBOAT—THE "MIAMI"



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THE "WINONA"—LAST IN THE LINE

This little vessel, mounting but two guns, brought up the rear of the third division in the passage of the New Orleans forts. Following the red stern-light of the "Itasea," she became entangled in the logs and driftwood of the Confederate obstructions on the smokeclouded river. In backing out she fouled the "Itasea"; both vessels lost nearly half an hour in getting under way again. By this time most of the squadron had passed the forts and daylight was coming fast. Undaunted, Lieutenant Edward Tatnall Nichols of the "Winona" pressed on, a fair mark for the gunners of Fort Jackson. The first shot from the fort killed one man and wounded another; the third and fourth shots killed or wounded the entire gun-crew of her 30-pounder except one man. Still Lieutenant Nichols pressed on to Fort St. Philip. There his vessel and the "Itasea" became the center of such a terrific storm of shot that Commander David D. Porter, of the mortar-boat flotilla, signalled the two little vessels to retire. The "Itasca" had to be run ashore below the mortar-boats. The "Winona" had been "hulled several times, and the decks were wet fore and aft from the spray of the falling shot." She survived to run the batteries at Vicksburg with Farragut. She exchanged a few shells with Fort Morgan in Mobile Bay while on blockade duty there, August 30, 1862.



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THE GUN THAT SUNK THE "ALABAMA"—ON BOARD U. S. S. "KEARSARGE"

On the main deck, showing one of the two 11-inch pivot-guns that were handled with superb skill in the famous fight with the "Alabama." The engagement was in reality a contest in skill between American and British gunners, since the crew of the "Alabama" was composed almost entirely of British sailors. Word was passed to the men in the "Kearsarge" to let every shot tell, and there followed an exhibition of that magnificent American gunnery that had characterized the War of 1812. The "Kearsarge" fired only 173 missiles, almost all of which took effect. The "Alabama" fired 370 missiles, of which but 28 struck her antagonist. An 11-inch shell from the pivot-gun of the "Kearsarge" entered the "Alabama's" 8-inch gun-port, mowing down most of the gun crew. It was quickly followed by another shell from the same gun, and then by another, all three striking in the same place. Although the gunnery aboard the "Alabama" was inferior, one of her 68-pound shells lodged in the sternpost of the "Kearsarge" but failed to explode. Had it done so, in all likelihood it would have been the "Kearsarge" and not the "Alabama" that went to the bottom of the English Channel. Although the "Kearsarge" was wrecked on Roncador Reef in 1894, her sternpost with the shell still imbedded in it was recovered and became a historic relic.



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"THOUGH DARKENED WITH SULPHUR"

THE CHARLESTON RAILROAD DEPOT. DESTROYED BY EXPLOSION IN 1865

These ruins form an impressive fulfilment of the prophecy in Oliver Wendell Holmes' poem. But it was not till near the end that the scene here preserved could meet the eye. It resulted from the evacuation of the city by the Confederate forces on February 17, 1865. This step had been taken with great reluctance. The movement of secession had begun at Charleston. The city was dear to every Southern heart. Yet military policy clearly dictated that the scattered troops in the Carolinas be concentrated against Sherman. Indeed, it would have been better policy to evacuate earlier. But sentiment is always powerful. Even Jefferson Davis said, "Such full preparation had been made that I had hoped for other and better results, and the disappointment to me is extremely bitter." When the Union troops from Morris Island arrived in Charleston the next morning, they found that the commissary depot had been blown up with the loss of two hundred lives, mostly of women and children. An officer reported "Public buildings, stores, warehouses, private dwellings, shipping, etc., were burning and being burned by armed Confederates." All the Negroes in the city were impressed by the Union officers to work the fire apparatus until all the fires were extinguished. But some of the fairest sections of Charleston were already in ruins.

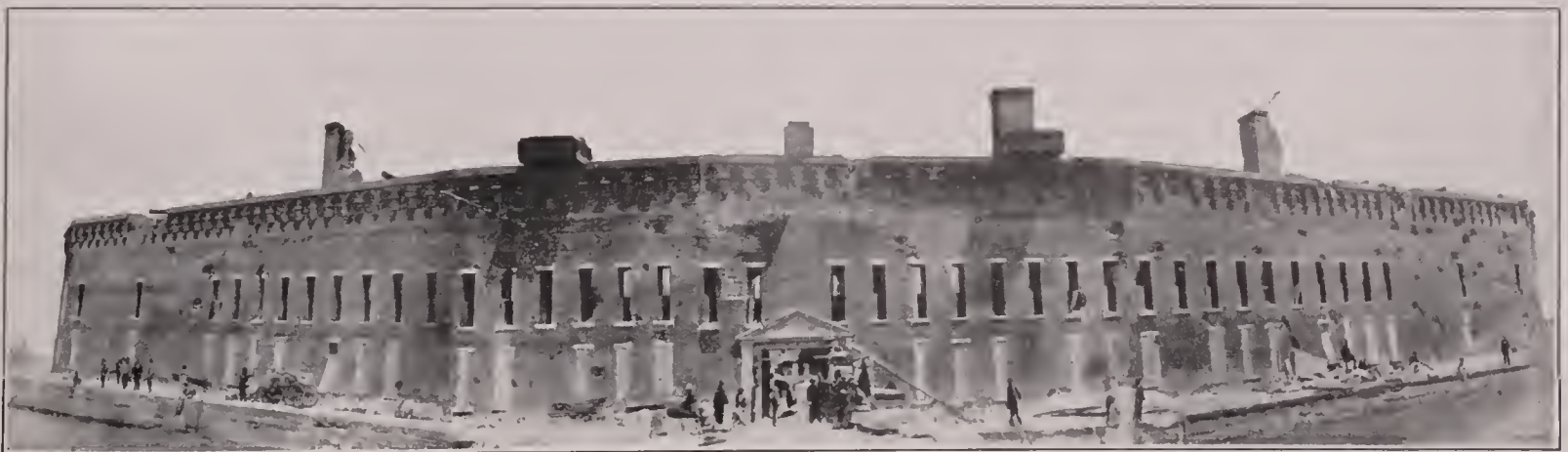




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TWO DAYS AFTER THE BOMBARDMENT OF SUMTER, APRIL 16, 1861

Wade Hampton (the tallest figure) and other leading South Carolinians inspecting the effects of the cannonading that had forced Major Anderson to evacuate, and had precipitated the mightiest conflict of modern times—two days before.



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THE RUINS OF SECESSION HALL, CHARLESTON—1865

Three months before Holmes' poem, South Carolinians had cast the die of separation in Secession Hall. It appears to the right of the Circular Church, across the narrow graveyard, its walls blasted by the fire of December, 1861. Here the vote was taken on December 20, 1860, declaring that "the union now subsisting between South Carolina and the other States under the name of the 'United States of America' is hereby dissolved." The secession convention was composed of the most experienced men in the State—men who had represented it in the national Congress, judges in the highest courts, eminent divines, and wealthy planters. On the fourth day of its session, at twelve o'clock, the ordinance quoted from above was read with flashing eyes by the venerable judge of chancery, Chancellor Inglis. At a quarter past one it was passed unanimously. The doorkeeper passed the word to the policeman without; he called to another, and so on until the sentinel at the massive iron gate proclaimed it to the impatient populace. The bells in every rocking steeple mingled their notes with the shouts of the excited throngs that filled the streets. There was no dissent in the secession sentiments here.



“THERE THEY STOOD
IN THE FAILING LIGHT
THESE MEN OF BATTLE, WITH GRAVE DARK LOOKS”

The spirit of Shepherd's somber poem, "Roll Call," lives in this group—from the spademen whose last services to their comrades have been performed, to the solemn bearers of the muffled drums. Many more such occasions were to arise; for these soldiers belonged to the brigade that suffered the greatest loss of life of any one brigade during the war; 1,172 of its men were either killed in battle or died of wounds. The same five regiments that lay in Camp Griffin when this picture was taken in 1861 marched together in the Grand Review on Pennsylvania Avenue in Washington, in 1865. When their term of enlistment expired in 1864, they had all re-enlisted and preserved the existence of the brigade. It was famous also for being composed entirely of troops from one State. It contained the Second, Third, Fourth, Fifth and Sixth Vermont Infantry, and later the First Vermont Heavy Artillery. It was in this respect conspicuous in the Union army, which did not adopt the Confederate policy of grouping regiments from the same



BURIAL PARTY,
OLD VERMONT BRIGADE,
CAMP GRIFFIN, NEAR WASHINGTON, 1861

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State in brigades. The gallant record of the Vermont brigade was nowhere more conspicuous than in the Wilderness campaign. The first five regiments lost in the battle of the Wilderness, May 5-6, 1864, 195 killed, 1,017 wounded, and 57 missing, making a total of 1,269. Within a week its loss had amounted to 58 per cent. of the number engaged. The words of the poet are therefore no merely fanciful picture of frightful loss in battle. There were a dozen battles in which the Federal armies alone lost more than 10,000 men, enough in each case to populate a city, and it has been estimated that the totals on both sides amounted to more than 700,000 killed and wounded. When it is recalled that most of these were young men, who in the natural course of events had many years of usefulness yet to live for their country, the cost to the American nation is simply appalling. This is entirely aside from the many sorrowing mourners for the heroes of the Old Vermont Brigade and for many others who failed on any battlefield to answer "Here" at roll-call.



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AMUSEMENT DURING THE BLOCKADE

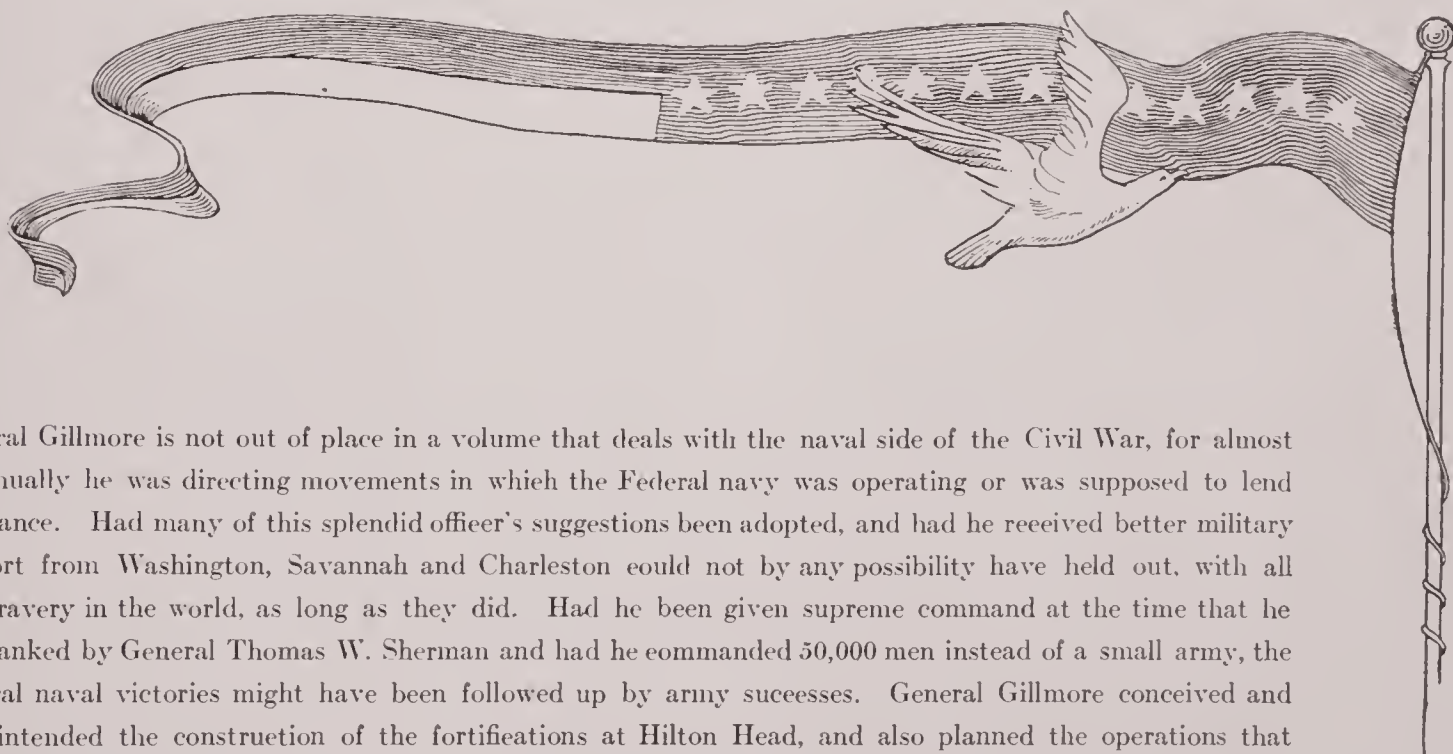
MINSTRELS ON THE FLAGSHIP "WABASH"

A ship's company is a little world by itself. As one of the principal objects of the inhabitants of the earth is to amuse themselves, so it is with the crew of a vessel at sea. The man who can sing, dance, play the banjo or the fiddle is always sure of an appreciative audience in the hours off duty. On many of the larger craft there were formed orchestras, amateur theatrical companies, and minstrel troupes who used to get together to rehearse, and gave entertainments to which very often the officers of all the ships of the fleet were glad to be invited. Time grew heavy and the hours lagged in each other's laps during the tedious blockade. The flagship "Wabash" became renowned throughout the fleet for her minstrels, whose good music and amusing songs helped to pass many a long evening. On more than one occasion regular balls were given that, although not attended by the fair sex, did not lack in gaiety. "A busy ship is a happy one," is an old adage with sea-faring men, but the wise captain was he who remembered also an old saying well known and equally true both afloat and ashore: "All work and no play makes Jack a dull boy."



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HEADQUARTERS OF GENERAL Q. A. GILLMORE AT HILTON HEAD



General Gillmore is not out of place in a volume that deals with the naval side of the Civil War, for almost continually he was directing movements in which the Federal navy was operating or was supposed to lend assistance. Had many of this splendid officer's suggestions been adopted, and had he received better military support from Washington, Savannah and Charleston could not by any possibility have held out, with all the bravery in the world, as long as they did. Had he been given supreme command at the time that he was ranked by General Thomas W. Sherman and had he commanded 50,000 men instead of a small army, the Federal naval victories might have been followed up by army successes. General Gillmore conceived and superintended the construction of the fortifications at Hilton Head, and also planned the operations that resulted in the capture of Fort Pulaski. Transferred to western Virginia and Kentucky, and brevetted for gallantry, he once more returned to the coast as commander of the Department of South Carolina, where he succeeded General Hunter. It was greatly through his efforts that Forts Wagner and Gregg, near Charleston Harbor, were finally silenced. During the latter part of the war he was successively in command of the Tenth and Nineteenth Army Corps.



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DISCUSSING THE PLANS—PORTER AND MEADE

On the left sits Rear-Admiral David Dixon Porter, in conference with Major-General George Gordon Meade. There were many such interviews both on shore and aboard the "Malvern" before the details of the expedition against Fort Fisher were finally settled. Porter had been promised the necessary troops to coöperate in an attack on the fort, but it was months before they were finally detached and actually embarked. Grant and Meade had their hands full in the military operations around Petersburg and Richmond and could not give much attention to the expedition. General Butler had more time at his disposal and proposed a plan for exploding close to Fort Fisher a vessel loaded with powder. This was bravely carried out by the navy but proved entirely futile.



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AN EMERGENCY GUNBOAT FROM THE NEW YORK FERRY SERVICE

This craft, the "Commodore Perry," was an old New York ferryboat purchased and hastily pressed into service by the Federal navy to help solve the problem of patrolling the three thousand miles of coast, along which the blockade must be made effective. In order to penetrate the intricate inlets and rivers, light-draft fighting-vessels were required, and the most immediate means of securing these was to purchase every sort of merchant craft that could possibly be adapted to the purposes of war, either as a fighting-vessel or as a transport. The ferryboat in the picture has been provided with guns and her pilot-houses armored. A casemate of iron plates has been provided for the gunners. The Navy Department purchased and equipped in all one hundred and thirty-six vessels in 1861, and by the end of the year had increased the number of seamen in the service from 7,600 to over 22,000. Many of these new recruits saw their first active service aboard the converted ferryboats, tugboats, and other frail and unfamiliar vessels making up the nondescript fleet that undertook to cut off the commerce of the South. The experience thus gained under very unusual circumstances placed them of necessity among the bravest sailors of the navy.



THE BATTLE HYMN OF THE REPUBLIC—"A HUNDRED CIRCLING CAMPS"

The time of this photograph and its actors connect directly with Julia Ward Howe's inspiration for her "Battle Hymn." The author, in the late fall of 1861, had made her first visit to Washington in company with her pastor, James Freeman Clarke, Governor Andrew of Massachusetts, and her husband, Dr. Howe, who, already past the age of military service, rendered valuable aid as an officer of the Sanitary Commission. Of her visit she writes in her "Reminiscences": "On the return from the review of troops near the city, to beguile the rather tedious drive, we sang from time to time snatches of the army songs so popular at that time, concluding, I think, with 'John Brown's body.' The soldiers . . . answered back, 'Good for you!' Mr. Clarke said, 'Mrs. Howe, why do you not write some good words for that stirring tune?' I replied that I had often wished to do this, but had not as yet found in my mind any leading toward it. I went to bed that night as usual, and slept, according to my wont, quite soundly. I awoke in the gray of the morning twilight; and as I lay waiting for the dawn, the long lines of the desired poem began to twine themselves in my mind. Having thought out all the stanzas, I said to myself, 'I must get up and write those verses down, lest I fall asleep and forget them.' So, with a sudden effort, I sprang out of bed, and found in the dimness an old stump of a pen which I remembered to have used the day before. I scrawled the verses almost without looking at the paper. I had learned to do this when, on previous occasions, attacks of versification had visited me in the night, and I feared to have recourse to a light lest I should wake the baby, who slept near me. I was always obliged to decipher my scrawl before another night should intervene, as it was only legible while the matter was fresh in my mind. At this [154]



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THE FIFTH VERMONT IN 1861, WITH THEIR COLONEL, L. A. GRANT

time, having completed my writing, I returned to bed and fell asleep, saying to myself, 'I like this better than most things that I have written.' " In 1861 the Fifth Vermont lay near Camp Griffin. It was on the outskirts of the encampments in Virginia, near Washington, and consequently subject to attacks by the Confederates. Its career throughout the war is proof that the spirit of the "Battle-Hymn" animated these boys in blue. Its Lieutenant-Colonel, L. A. Grant, who sits on his charger to the right, became famous later as the general commanding the "Vermont Brigade." To the left is Major Redfield Proctor. Leaving Camp Griffin on March 10, 1862, the regiment moved to the Peninsula. Its name became known at Yorktown and Savage's Station, at Antietam, Fredericksburg, and Gettysburg. In the Wilderness campaign, in the battle of May 5th, it assisted in checking the advance of the Confederates along the plank road in time for the Second Corps to take a strong position. It was in the heavy fighting of the succeeding day, and at the "Bloody Angle" at Spotsylvania was engaged for eight hours in the desperate and determined contest. The brigade commander reported: "It was emphatically a hand-to-hand fight. Scores were shot down within a few feet of the death-dealing muskets." After battling all the way down to Petersburg, the Fifth Vermont was suddenly rushed to Washington to repel Early's attack. It then engaged in the thrilling victories of Sheridan in the Valley. In December, it returned to Petersburg and ended its active service only with the surrender at Appomattox. During these four years of service, the regiment lost eleven officers and 202 enlisted men killed and mortally wounded, and one officer and 124 enlisted men by disease. Its total loss was therefore 338, worthy of the famous "Vermont Brigade."

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